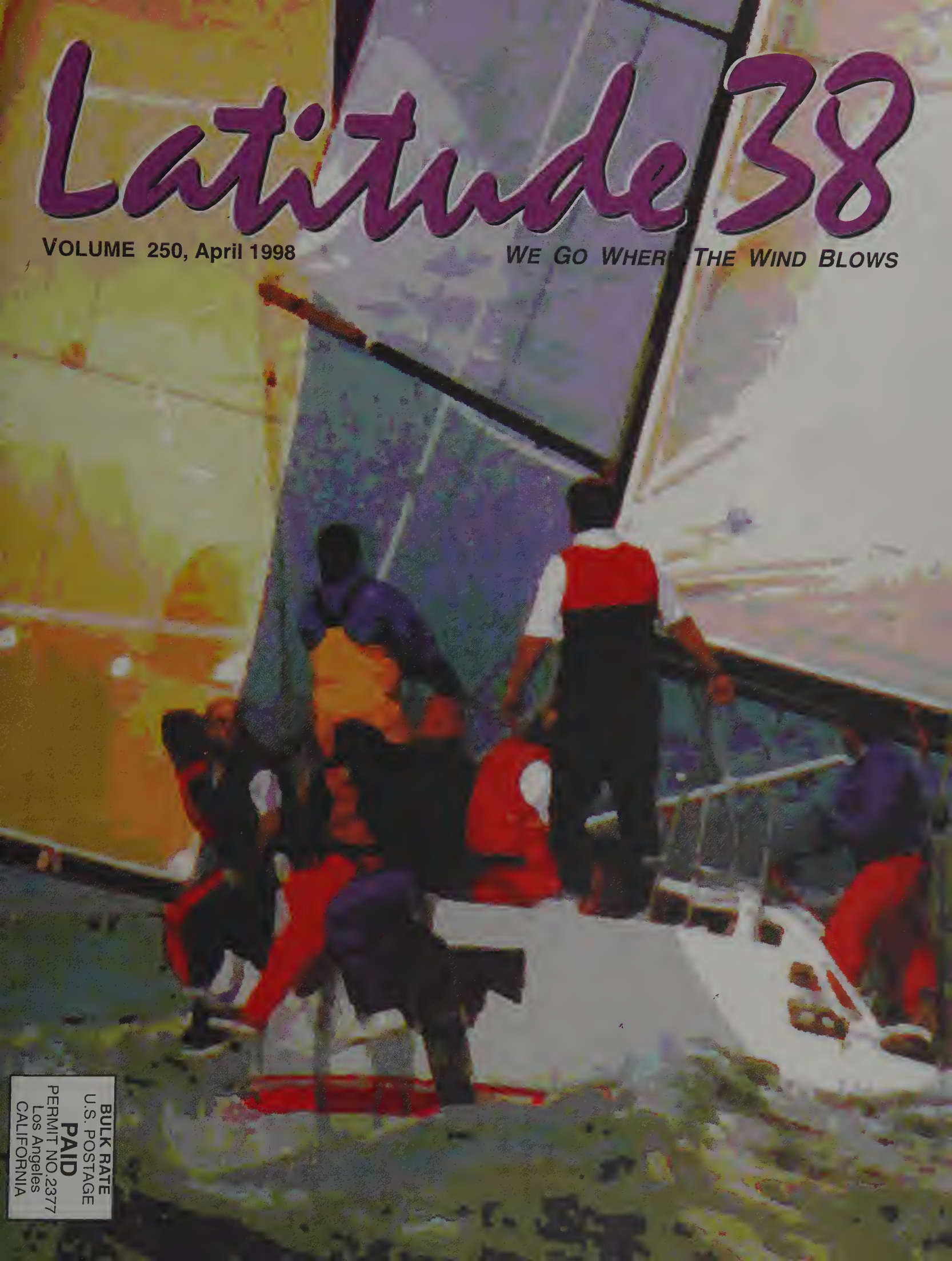
Latitude 38

VOLUME 250, April 1998

WE GO WHERE THE WIND BLOWS



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Woodwind II was build just last year in Aberdeen, Washington, then sawed in half, trucked to Tahoe, and reassembled at 6200 feet. Steve Dunham of Woodwind Charters is understandably proud of his giant new daysailer. And Pineapple Sails is proud to be a part of the whole experience, helping with the deck layout and the custom rig, and then designing, building and delivering a first-rate set of sails.

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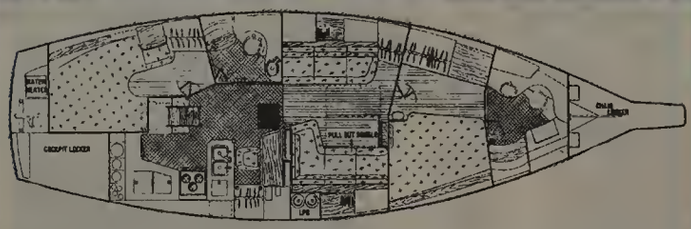
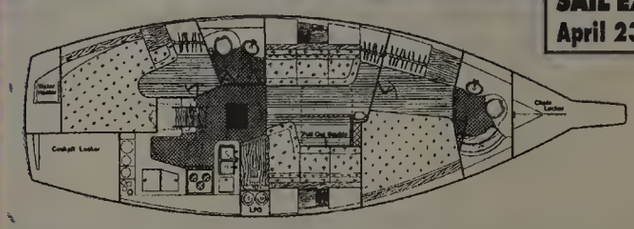
ISLAND PACKET 45

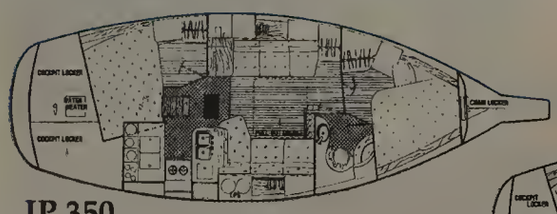


The Island Packet 45 is a remarkable yacht that simply does everything you could ask a cruiser to do with finesse. The boat is quick and well mannered with a roomy, elegantly appointed interior. The superior quality is readily apparent. This is the only boat ever to win *Cruising World* magazine's Best Boat *and* Best Value awards.

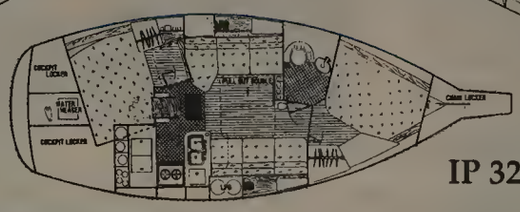
ISLAND PACKET 40



The Island Packet 40 is such a strong all-around yacht that it is often hard to justify buying a larger or more expensive boat. The interior is ideal for a liveaboard couple. Everything about this boat exudes quality, comfort and meticulous attention to detail. This swift and elegant rock solid bluewater cruiser is our most popular 40-footer.



IP 350



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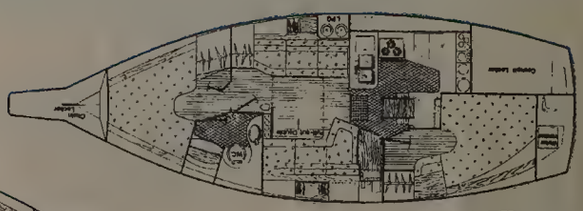
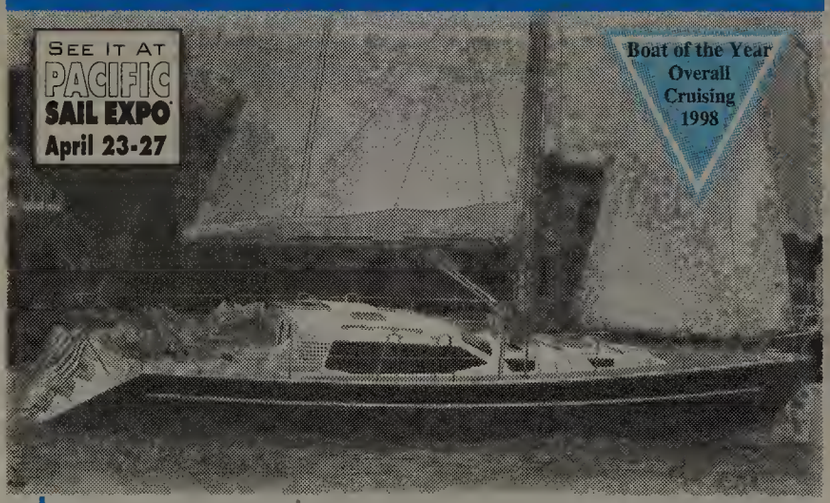


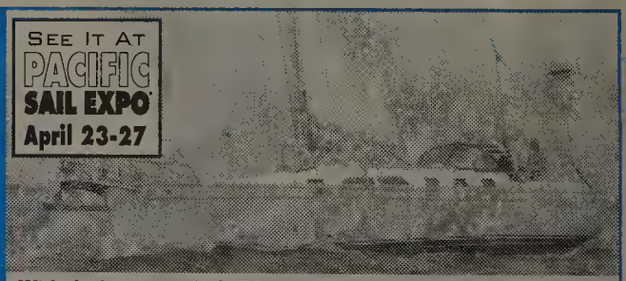
IP 37

Dehler 41 Deck Saloon



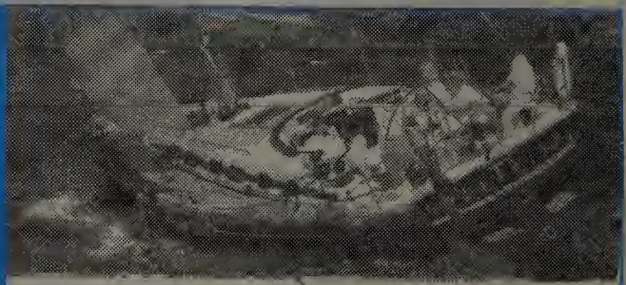
It is hard to believe that any one boat could possibly incorporate as much living area and as many innovative features. The Dehler 41 has a monolithic construction; there is no hull to deck joint. ALL of the boat's sailing control lines lead back to dual electric winches that the helmsman can operate from his seat. The 41DS is fast, easy to sail and beautiful.

SAGA 43



With the boat speed of a 50-footer and the handling ease of a 38-footer, this elegant Bob Perry design is attracting a lot of attention from experienced sailors. You can even tweak the interior to suit your individual needs. The versatile double headsail rig proven by the BOC and near plumb bow result in a purposeful look and world class performance.

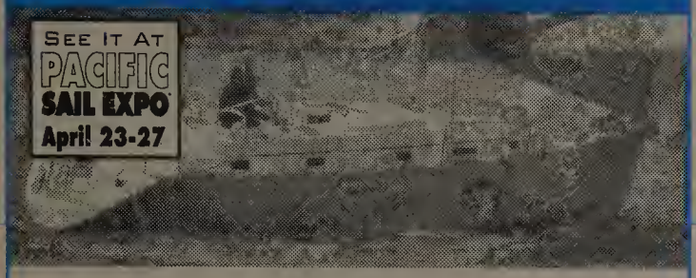
X-482

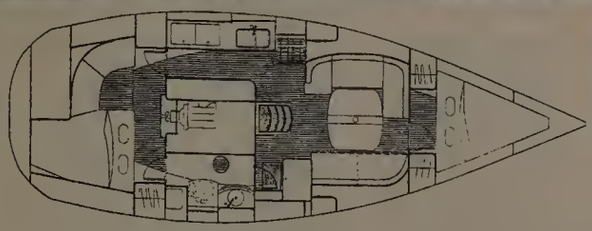


X-quisite.

...Not Compromises

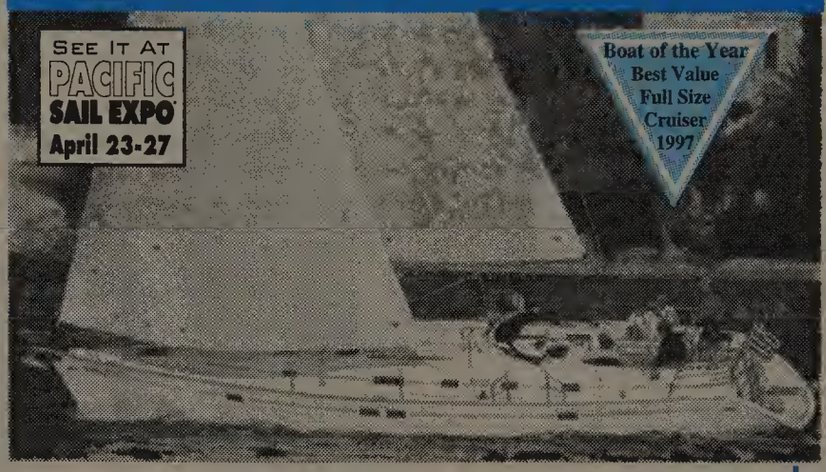
Beneteau Oceanis 36CC





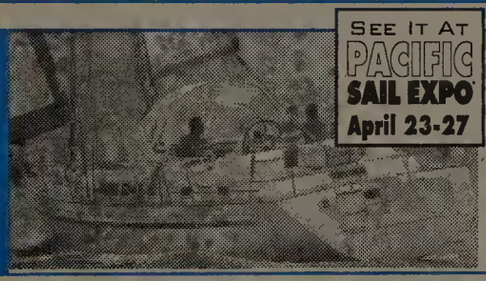
Ten of these innovative, roomy yachts sold in one weekend at its US debut last fall on the East Coast. With the interior volume of a 40-footer and an easily handled rig, including a furling main, this excellent center cockpit design is truly unique.

Beneteau Oceanis 461



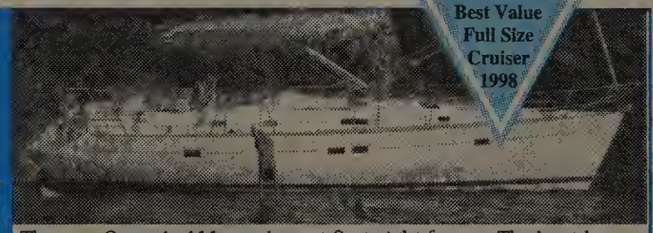
This Bruce Farr design is fast and stable, as you would expect. What you would not expect is the exceptional level of finish and detailing in this price range. The interior is nothing short of stunning. It is large and elegant. Sail away for only $249,000.

40 CC



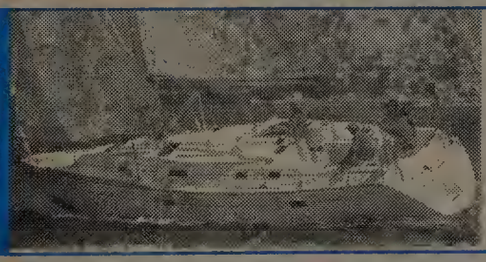
This excellent center cockpit bluewater passage maker is a swift and comfortable seagoing home. The 40CC exemplifies Beneteau quality, performance and value.

411



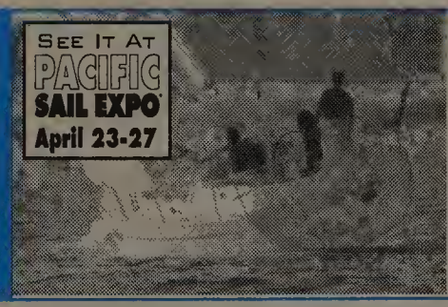
The new Oceanis 411 was love at first sight for me. The boat has a traditional look with raised teak bulwarks. The interior is elegant and roomy with a feel very similar to the larger 461. This may be all the boat you will ever need for extended or local cruising.

381



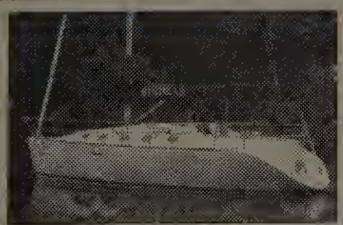
A thoroughly modern cruiser emphasizing sailing performance and an elegant, roomy interior.

321

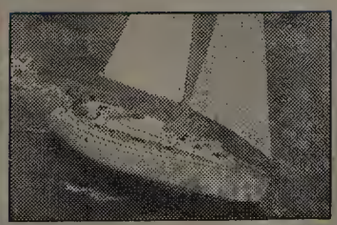


This Oceanis 321 is a great boat featuring an affordable price along with a large, well appointed interior and a rig designed for the singlehanded sailor.

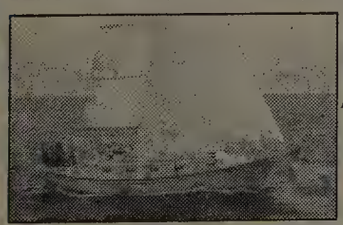
BROKERAGE



BENETEAU 35s7, '94 ..... $98,000



BENETEAU 38 ..... $59,900



ISLAND PACKET 37 ..... Clearance

BRISTOL 32, '79 ..... $34,900

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A Quick Quiz for Sailors – *Compare Your Answers Below*

Which Trailerable, 20-Knot Sailboat Is Better?

1 An older-style, folding trimaran (like the F-28)?
2 Or the roomier, all-new Aquilon 800 catamaran?

To discover the better boat, check ☑ one choice in each row below, then add up your check marks.

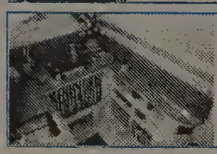
Feature	Corsair F-28 ☑	Aquilon 800 (26') ☑
Base price (boat, mainsail, jib, rotating mast & s/t winches)	$66,255*	$65,995*
Trailerable	Yes	YES
Max. sustained sailing speed	15-20+ knots	15-20 knots
Max. speed under power	6 knots	11 knots
Dagger boards & shoal-draft keels	No (board only)	YES (your choice)
Average heeling angle, sailing	10-12 degrees	5 degrees
Number of habitable hulls	1	2 - roomier than F-31
Number of windows	4	17 - brighter
Number of opening hatches	2	6 - better ventilation
Hull	PVC foam-core sandwich	PVC foam-core sandwich
Displacement & Mast Height	2,600 lbs., 36.7 ft.	1,900 lbs. (easier towing) 36.5 ft.
Storm jib, porta potty, stove, sink, stanchions/lifelines, water tank, table, salon seat backs/ berth insert	Additional $4,070	FREE
Insulated ice box, separate galley, built-in transom steps, shower, separate head compartment	Optional or not available	Standard
Maximum interior headroom	4'7" crouching room	5'11" each hull
Number of double berths	1 (barely 39" wide)	2 (6'4" x 48" each)
Number of separate living areas	only 2 • salon area • bow V-berth	4 (all w/standing hdrm) • galley (starbd hull) • salon/settee (starbd) • dbl berth cabin (port) • head & shower (port)
Cockpit size	35 sq ft (cramped, wet)	80 sq ft (huge, seats 8, dry, no heeling)
	TOTAL check marks	*TOTAL check marks*

See the Aquilon 800 • May 1-3 • Pacific Coast Multihull Show

From overhead, the roominess of this 26' x 15' performance cruiser is evident. Each hull provides standing headroom for true, long-term cruising comfort. The sophisticated, foam-core construction, along with the optional bow-sprit/screecher sail combination, provides superb performance – up to 20+ knots, yet only 1/2 the heeling angle of any trailerable trimaran. So, sailors can remain seated anywhere in the cockpit on either tack. It's safer and more comfortable for all aboard. (Wheel steering optl.) And, compared to the F-28 trimaran, the Aquilon's cockpit is 230% larger and much drier.

The Aquilon 800 weighs only 1,900 lbs. After removing the three crossbars, the two 4'-wide hulls slide together so that the boat's easily towed by even this compact car. The spacious 7' x 12' rigid cockpit nestles under the hulls at the forward end of the trailer (avail. w/twin, air-surge brakes). The mast is stowed between the hulls.

This private, double-berth cabin is in the aft port hull. This hull contains eight windows and three opening hatches. Lots of stowage under the berth and elsewhere. (The comfortable L-shaped dining settee in the aft starboard hull converts into the same size double berth.) A separate head/shower compartment with a closing door is in the midsection of the port hull. An optional single-berth compartment is in the port bow.



The spacious, U-shaped galley in the midsection of the starboard hull provides the amenities of a much larger trimaran or monohull. Pictured here (clockwise): sink, counter space, insulated icebox, double-burner stove, and serving counter. The galley has 10 storage compartments for dishes, pans, cutlery, and food supplies. Big windows on either side & hatch overhead.

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COVER PHOTO BY *Latitude 38*/Rob
'Raven' chases the new 'Blue Chip' at the Big Daddy.

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38* editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.

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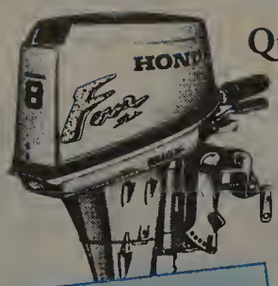

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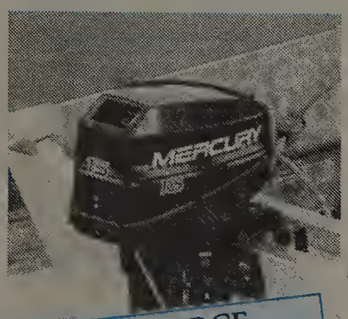

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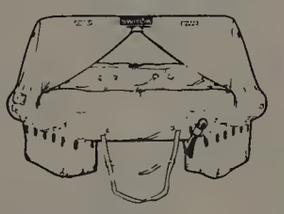
The RESCUE POD is a very high quality inflatable flotation platform with canopy that supports four people and offers basic protection from the elements. The compact sizes of its fiberglass container or soft valise allow it to be carried aboard the smallest open sport fishing boat, day cruiser or sail boat. Although small in packed size, the RESCUE POD is extremely tough and durable.

- Capacity: 4 persons
- Buoyancy: 205 lbs./person
- Floor Area: 3.0 sq. ft./person
- Container Size: 24" x 13" x 12.5"
- Soft Valise Size: 24" x 12" diam.
- Wt.: 44 lbs.
- Wt.: 33 lbs.

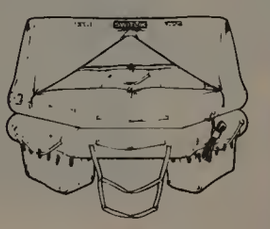
MD-1 6 PERSON LIFE RAFT



Designed for coastwise use, our single tube MD-1 Life Raft construction methods, materials, compnents, and equipment are identical to those used on our USCG Approved CLR Life Raft. The MD-1 features the same buoyancy chamber and canopy fabrics, inflation system, ballast pockets, and suvival kit, all in a design that makes safety more affordable.

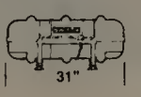
- Capacity: 6 persons
- Buoyancy: 217 lbs./person
- Floor Area: 4.0 sq. ft./person
- Container Size: 31" x 21" x 14"
- Soft Valise Size: 34" x 18" x 16"
- Wt.: 80 lbs.
- Wt.: 62 lbs.

MD-2 6 PERSON LIFE RAFT

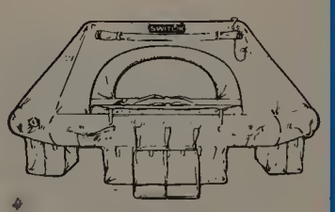


Designed for offshore use, the MD-2 Life Raft includes all the features of the MD-1. Additional survival equipment and a twin tube configuration allow this raft to meet the requirements of the Offshore Racing Council (ORC). Two large canopy entrances and its unique single arch tube geometry provide more ventilation, lookout capability, and occupant headroom than any other raft in this class.

- Capacity: 6 persons
- Buoyancy: 217 lbs./person
- Floor Area: 4.0 sq. ft./person
- Container Size: 31" x 21" x 14"
- Soft Valise Size: 34" x 18" x 16"
- Wt.: 94 lbs.
- Wt.: 75 lbs.

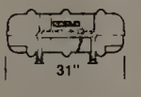


USCG APPROVED/CLR MKII 6 PERSON LIFE RAFT

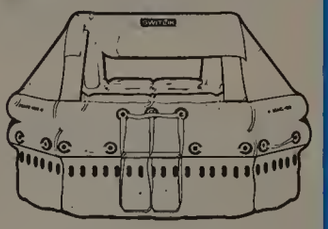


Approved by the USCG and the same basic configuration as our 6 person capacity *SOLAS* Life Raft, the CLR Life Raft's unique design is substantially better than many non-approved twin tube "Offshore" life rafts. With its buoyancy chamber inner-sleeves, it is the only single tube raft that meets the Offshore Racing Council's (ORC) requirements. It features a self-erecting canopy with two canopy support arch tubes, two large canopy entrances, and the largest occupant space of any raft in this class.

- Capacity: 6 persons
- Buoyancy: 242 lbs./person
- Floor Area: 4.0 sq. ft./person
- Container Size: 31" x 21" x 14"
- Soft Valise Size: 30" x 20" x 14"
- Wt.: 115 lbs.
- Wt.: 93 lbs.

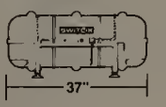


SEARCH AND RESCUE MKII 6 PERSON LIFE RAFT

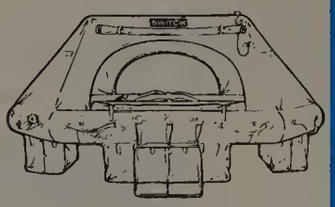


Our Search & Rescue MK-II Life Raft is based on the original Military Specification configuration with an updated canopy design, which allows easier boarding from higher freeboard vessels. The Toroidal Stability Device (TSD), rigid boarding step, and extended range survival kit are standard.

- Capacity: 6 persons
- Buoyancy: 260 lbs./person
- Floor Area: 4 sq. ft./person
- Container Size: 37" x 24" x 14"
- Soft Valise Size: 26" x 20" x 16"
- Wt.: 106 lbs.
- Wt.: 89 lbs.

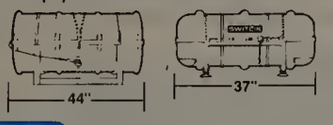


USCG APPROVED/SOLAS MKII 6 PERSON LIFE RAFT

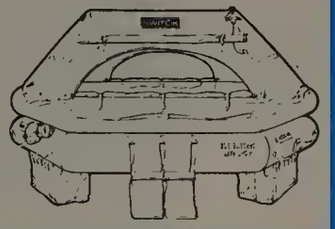


Based on our USCG Approved CLR life raft design (described above), this configuration also includes a rigid boarding step, two double storm doors, double canopy and SOLAS "A" or "B" equipment. Inflatable floor, deck mounting cradle and USCG approved hydrostatic release are included as standard equipment.

- Capacity: 6 persons
- Buoyancy: 242 lbs./person
- Floor Area: 4.0 sq. ft./person
- Flat Container Size: 37" x 24" x 17"
- Round Container Size: 44" x 21" diam.
- Refer to Brochure for Weights

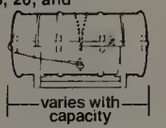


USCG APPROVED/SOLAS MK II 8, 10, 15, 20, & 25 PERSON LIFE RAFTS



There is no better life raft available for offshore use than one approved by the United States Coast Guard and meeting international *SOLAS* standards. The configuration shown to the right is available in 8, 10, 15, 20, and 25 person capacities.

- Capacity: 8, 10, 15, 20, & 25 persons
- Buoyancy: 217 lbs./person
- Floor Area: 4.0 sq. ft./person
- Container Sizes: 54" x 24" diam. (8, 10, & 15 person)
  56" x 26" diam. (20 & 25 person)
- Refer to Brochure for Weights



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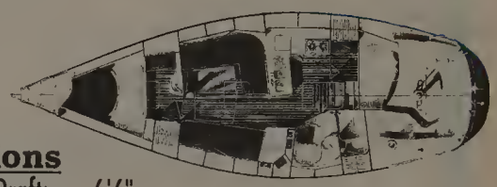

Specifications

LOA:	36'2"	Draft:	6'6"
LWL:	30'5"	Beam:	12'0"

SABRE 402

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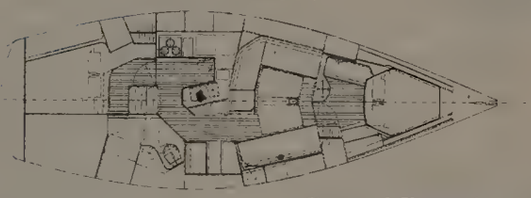

Specifications

LOA:	40'2"	Draft:	6'3"
LWL:	34'0"	Beam:	13'4"

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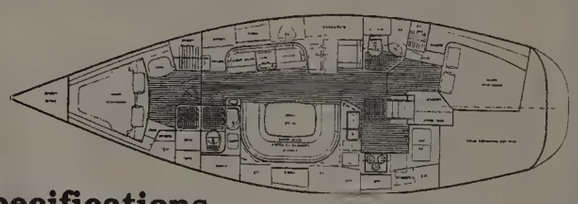

Specifications

LOA:	45'2"	Draft:	6'9"
LWL:	38'4"	Beam:	14'1"

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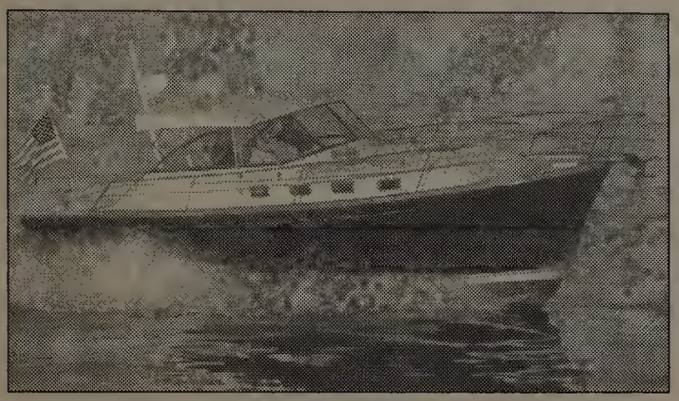

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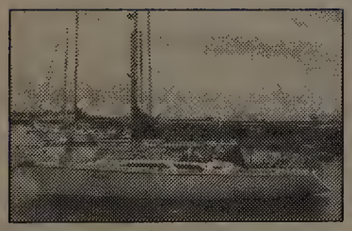

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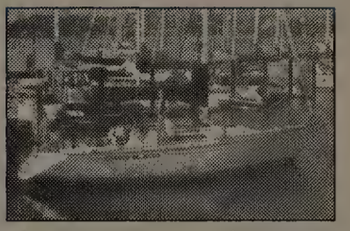
44' Swan 441 $154,750

Golden Wave 42 $115,000

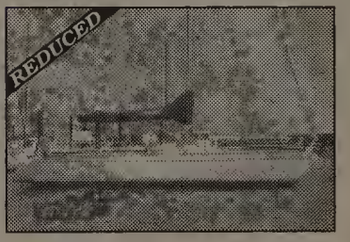


C&C 41 $115,000

Maxi MORC *Wolf Pack* $62,500

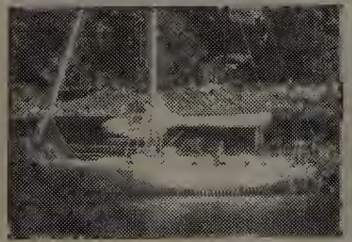
Tartan 41 $59,000

Esprit 37 $89,000



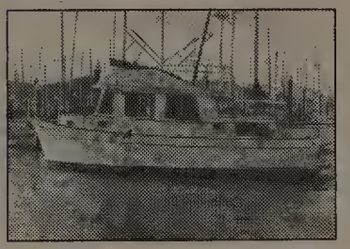
Swan 39 $119,500

36' Angelman Sea Witch $65,000



Hylas 44 $189,000

Trintella 53 $345,000



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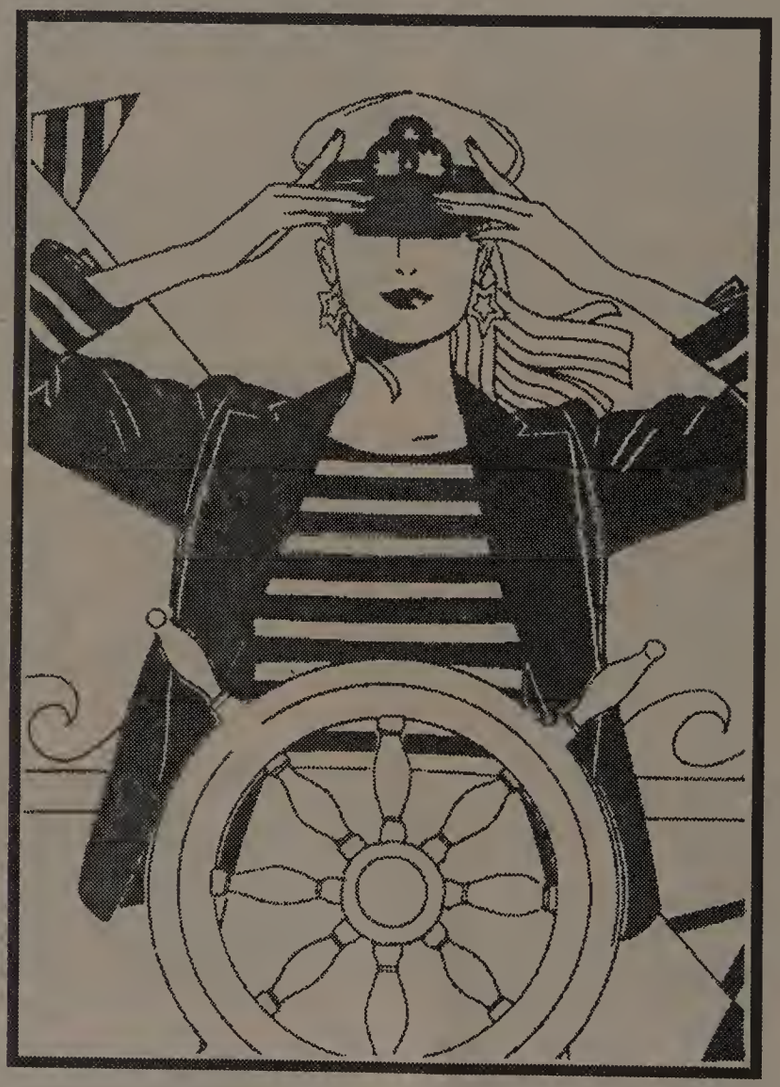

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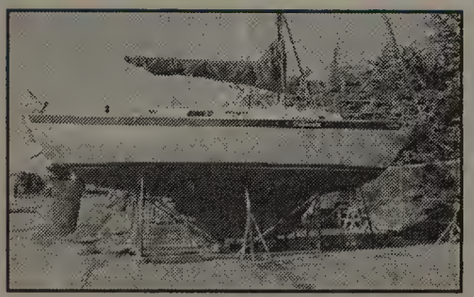

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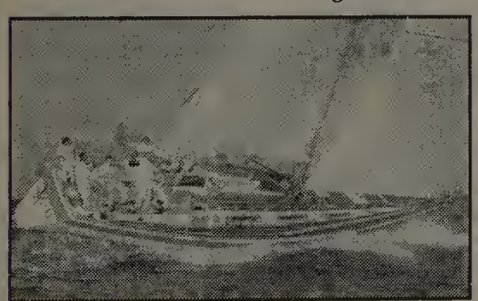

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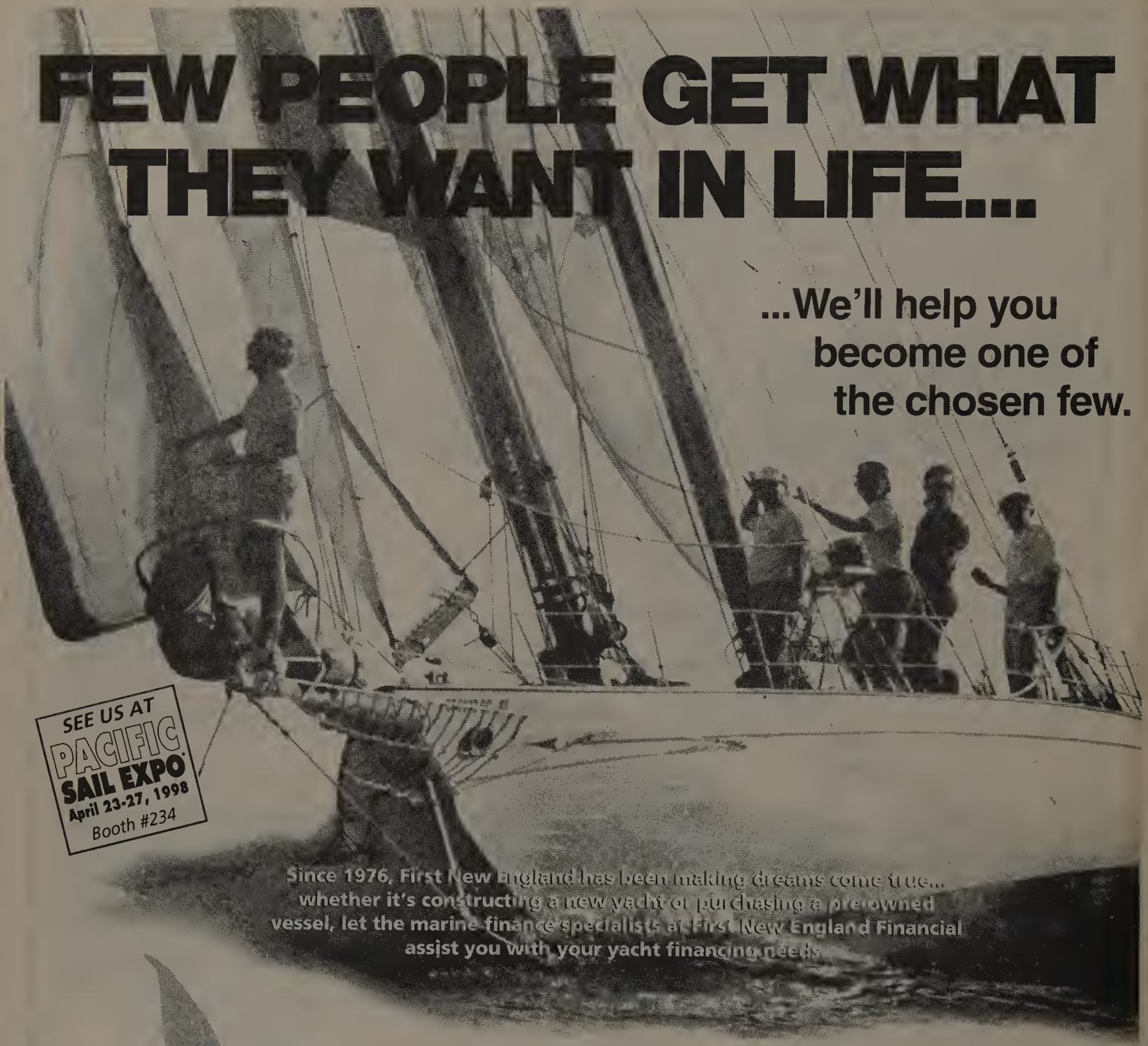

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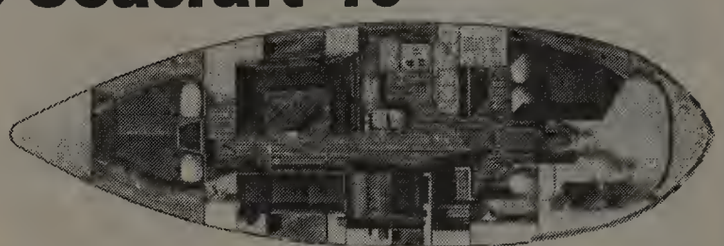

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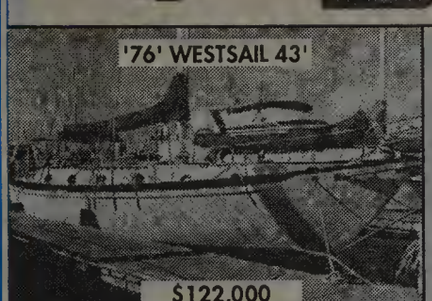
'76' WESTSAIL 43'
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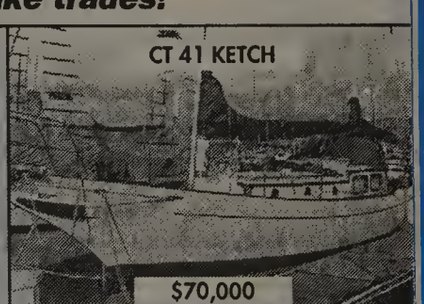
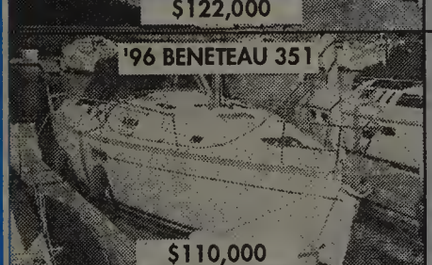
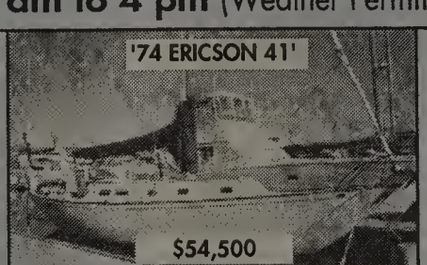
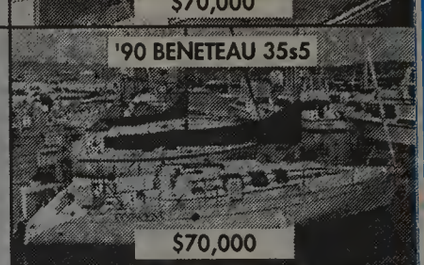
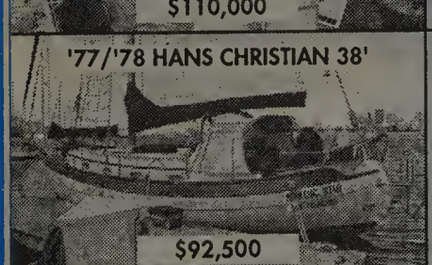
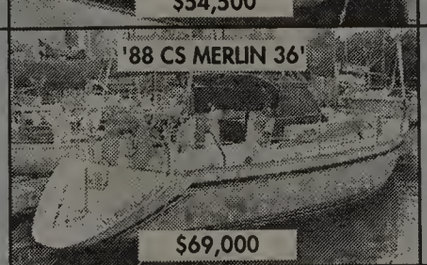

CT 41 KETCH
$70,000

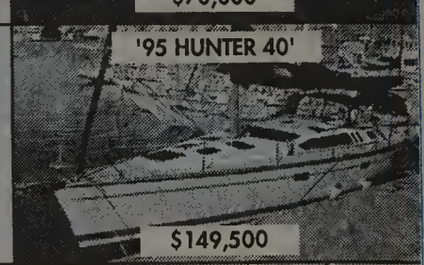

'96 BENETEAU 351
$110,000

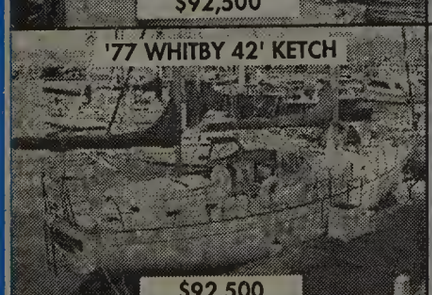

'74 ERICSON 41'
$54,500

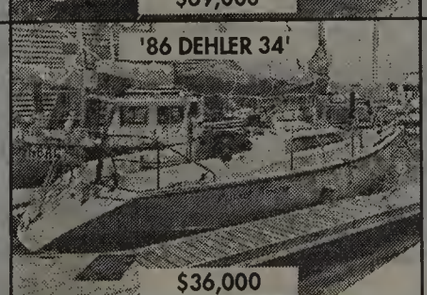

'90 BENETEAU 35s5
$70,000


'77/'78 HANS CHRISTIAN 38'
$92,500


'88 CS MERLIN 36'
$69,000


'95 HUNTER 40'
$149,500


'77 WHITBY 42' KETCH
$92,500


'86 DEHLER 34'
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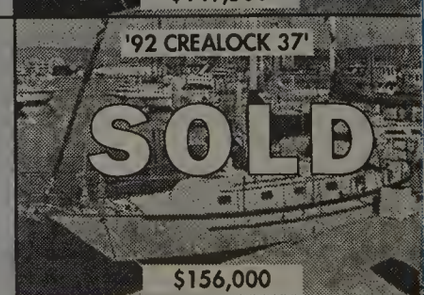
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27'	CATALINA, '79	7,800
27'	CAPE DORY, '88	68,500
27'	HERRESHOFF	13,000
27'	SANTA CRUZ, '77	12,500
28'	CATALINA MkII, '96	52,500
29'	C&C, '77	14,900
30'	CAL, '63	19,900
30'	WILDERNESS, '91	19,500
32'	GULF, '89	51,000
34'	ERICSON, '79	34,900
35'	ERICSON, '75	31,000
43'	HUNTER LEGEND, '91	139,900
44'	HANS CHRISTIAN PH, '81	219,000
44'	NORDIC, '81	157,500
45'	MULL CUSTOM, '81	127,000

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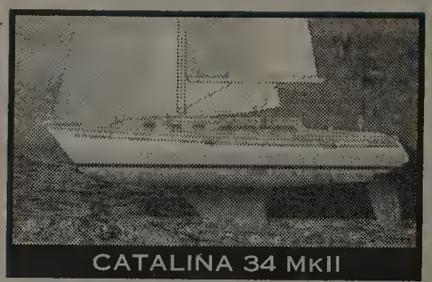
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The following services are available at the Marina:

- Computerized security gates.
- Locked berther's restrooms and showers.
- 10 foot average water depth.
- Fuel dock dispensing gas and diesel.
- Free waste Pumpout station.
- 20 and 30 AMP electrical service.
- Ample parking close to berths.
- Coin operated laundry facility.
- Easy boating access to Bay & Delta.
- Guest dock and overnight berthing.
- Grocery store within three blocks
- Mini golf/arcade five blocks
- Marine Insurance Agency.
- "Humphrey's on the Delta" Restaurant.
- Fishing piers and observation pier.
- Shore side parks and picnic areas.
- Public restrooms.
- Wetlands preserve with bird watching.

Easy access by boat (San Joaquin River), Car (Highway 4), and Train (Amtrack within two blocks)
The Harbormaster's Office and fuel dock are open seven days a week from eight a.m. to five p.m..

Overnight rates: Boats less than 40': $10.00 - Boats 40' and over: $15.00 Refundable key deposit, $20/key.
Radio or telephone for overnight accomodations. There is a restaurant at the marina.

Rates and information subject to change.

For more information call the marina at (510) 779-6957, email marina@ci.antioch.ca.us or Channel 16

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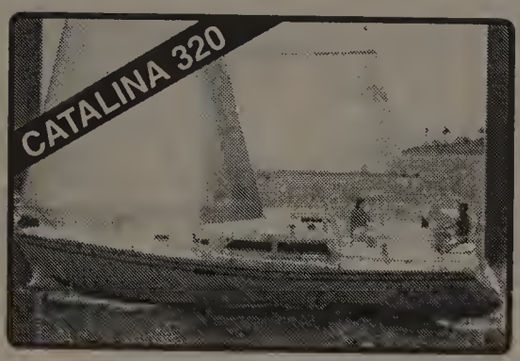

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APRIL 18-19
APRIL 25-26

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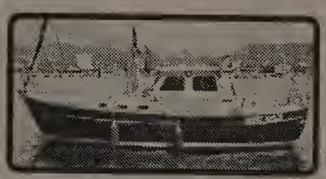
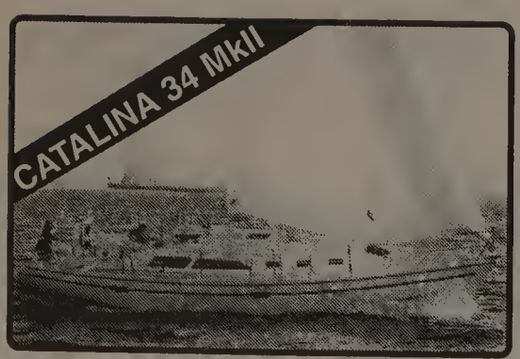
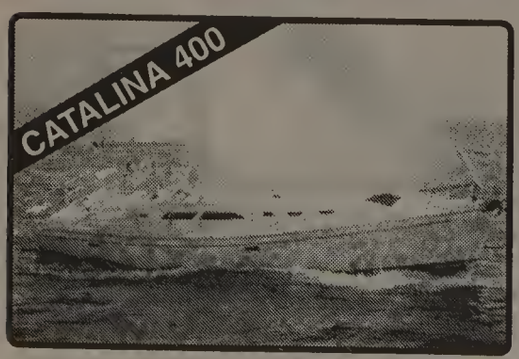

DARTSAILER 27

CAL 34





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35'	Pearson Alberg 35, 1965	Sale Pending $25,900
35'	Island Packet, 1992	Sale Pending $153,900
34'	Catalina, 1986	$52,900
34'	Aloha, 1984	$55,000
34'	Cal, 1978	$34,500
32'	Ericson, 1973	Reduced $14,900
300	Carver, 1994, powerboat	$82,500
30'	Catalina, 1983	$23,900
30'	Catalina, 1978	$19,900
30'	Nonsuch, 1981	New Listing $57,500
29.9'	Bristol, 1977	$19,900
29.5'	Hunter, 1994	$47,500
28'	Islander, 1977	New Listing $17,000
28'	O'Day, 1978	$19,500
27'	Catalina, 1985	New Listing $18,500
27'	Dartsailer, 1980	$39,500
25'	Yamaha, 1977	Reduced $9,950
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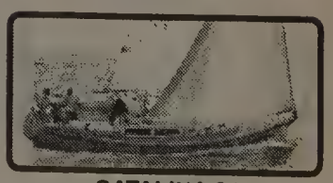
23'	Pearson, 1983	Make Offer! $3,250

HUNTER 29.5

ALOHA 34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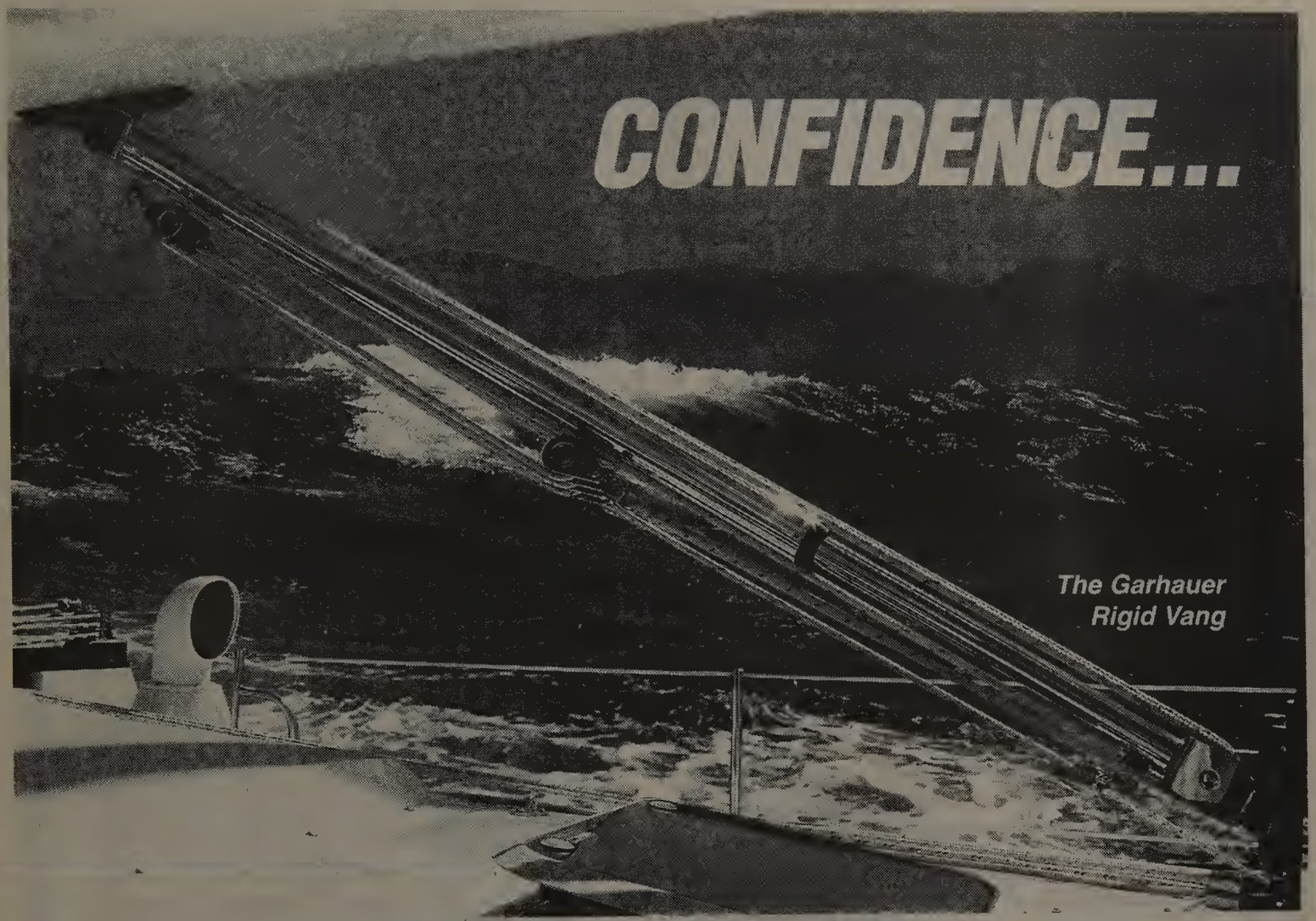

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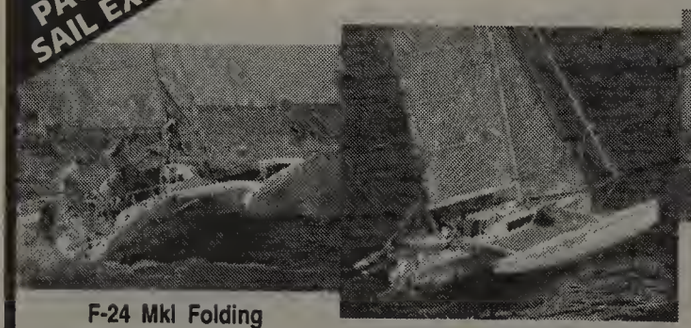

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F-28 Performance Cruiser

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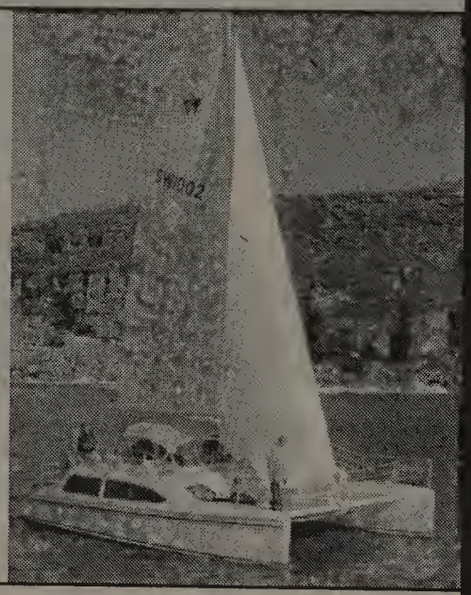

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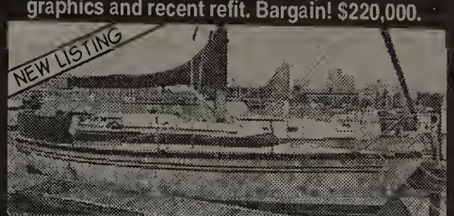

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39'	30 Square Meter, '30	$49,000
35'	Niagara, '81	67,500
33'	Dragonfly 1000	140,000
30'	Gemini, '84	55,900
28'	F-28, demo	79,000
	F-9A w/trailer	105,000
27'	F-27 w/trailer	44,000
27'	Catalina	6,000
24'	F-24, selling fast!	36,000
24'	F-24 Mkll	2 from 39,000
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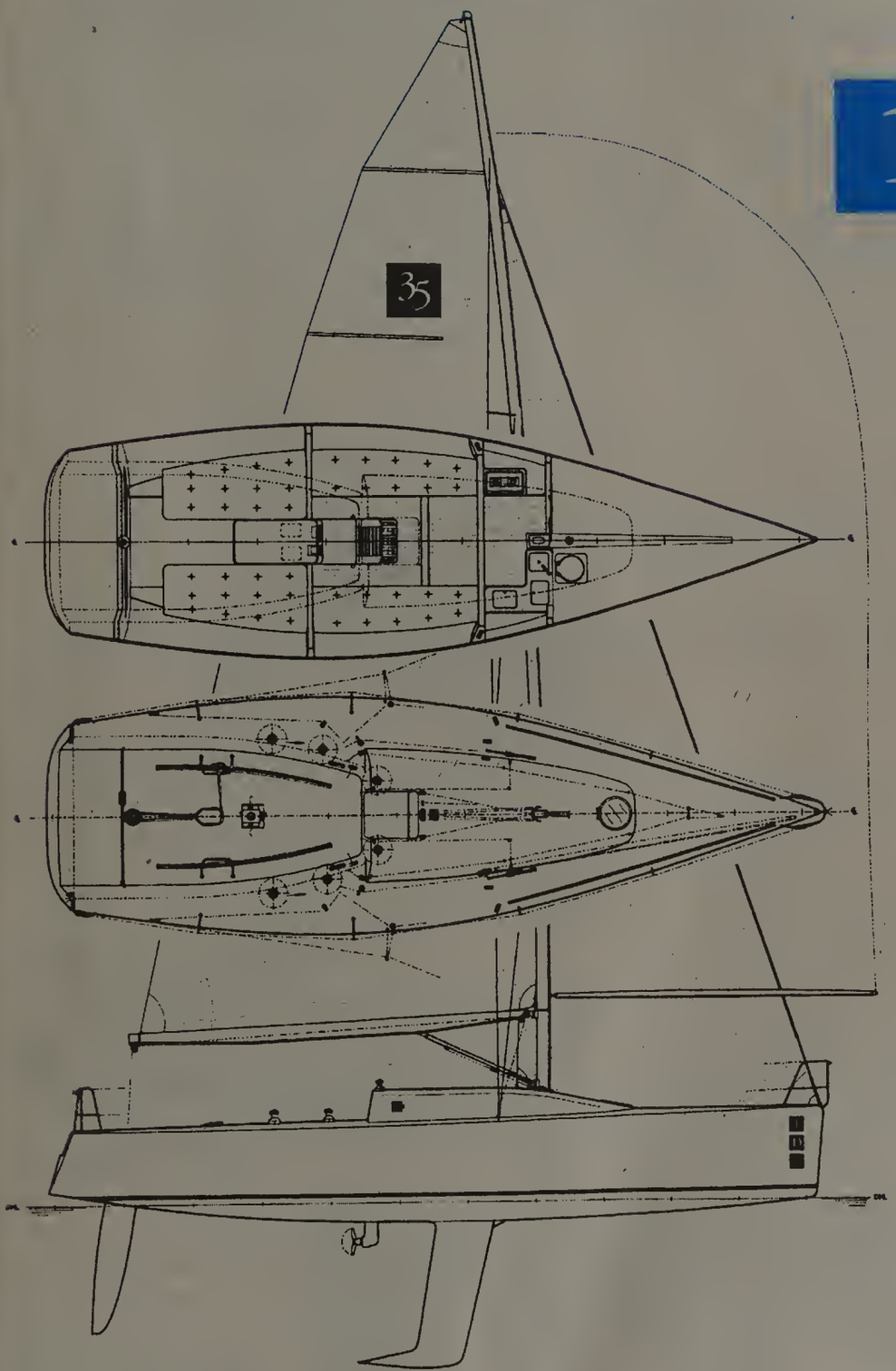

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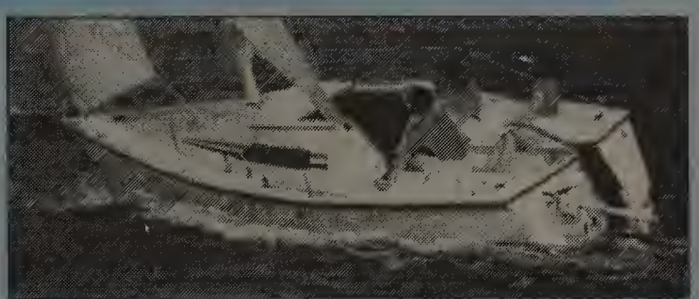

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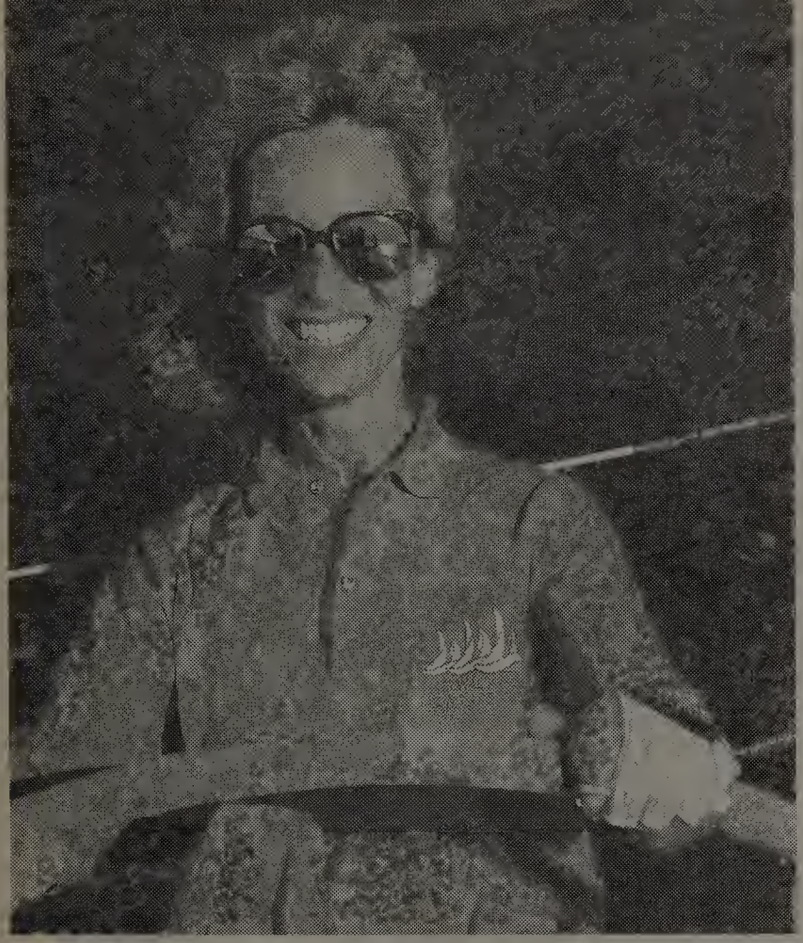

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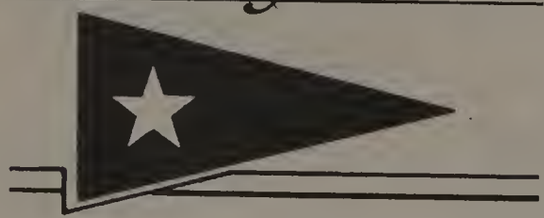

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For Application and
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Sausalito, CA 94966

Call (415) 331-3708

CALENDAR

Nonrace

Apr. 3-5 — Santa Rosa Boat, RV & Sport Show at the Sonoma County Fairgrounds. Info, (510) 934-1580.

Apr. 4 — Encinal YC's Nautical Flea Market, 8 a.m. to 3 p.m. Vendor spaces $15; food available. Info, (510) 522-3272.

Apr. 4 — Free Coast Guard boat inspections at the San Jose West Marine store, 9:30 a.m. to 4 p.m. Info, (408) 246-1147.

Apr. 4-5 — All-Catalina Gathering at Angel Island, hosted by Catalina 34 fleet #1. Bill Eddy, (510) 820-7370.

Apr. 5 — Daylight Savings Time starts — and not a minute too soon!

Apr. 5 — Bring Your Own Boat Workshop, an SSS gathering at Marina Bay in Richmond, 10 a.m. to 3 p.m. Seminars and hands-on demos for those preparing for the SSS TransPac (or any other solo ocean races). Terry McKelvey, (510) 527-9433.

Apr. 7 — *Latitude 38* Crew List Party at Encinal YC (Alameda), 6-9 p.m. See the Crew List article beginning on page 216 for more info, or call us at (415) 383-8200.

Apr. 8 — SSS TransPac Seminar #8: "Sails & Rigging." Subjects include sail selection, repair, jury-rigging, tricks and techniques. Oakland YC, 7:30 p.m., free. Terry, (510) 527-9433.

Apr. 9 — Another *Latitude 38* Crew List Party, this time at the elegant Corinthian YC (Tiburon), 6-9 p.m. Info, 383-8200.

Apr. 11 — West Marine Pacific Cup Preparation Seminar #2, covering provisioning, clothing, tactics, weather, medicine, shipping and more. $10 fee includes lunch. Encinal YC, 9 a.m. to 5 p.m. Chuck Cunningham, (408) 425-8804.

Apr. 11 — Full moon, Saturday night. Party!

Apr. 11 — Flea Market at the Sausalito West Marine. $10 for sellers, free for buyers. 8 a.m. to 2 p.m. Richard, 332-0202.

Apr. 11 — Swap Meet & Free USCGA Safety Check, 9 a.m. to 4 p.m. at Ballena Isle Marina in Alameda. (510) 523-5528.

Apr. 11-12 — Ericson 27 Cruise to Treasure Island. Hugh, 584-9914.

Apr. 11-12 — Open Boat Weekend at both Ballena Bay and Marina Village. Lots of used and new boats for inspection at both locations. Call your favorite yacht broker for details.

Apr. 12 — Easter Sunday. Repent!

Apr. 18 — Open House at South Beach YC, 1-5 p.m., free. Joan Jensen, 775-7059.

Apr. 18-19 — Ariel Association Spring Maintenance Meeting, complete with outboard engine seminar. Alameda YC; 'Big Bill' Phelon, (925) 254-8338.

Apr. 18-19 — Islander 36 Association Cruise to Angel Island. Tim Koester, (510) 638-7638.

Apr. 19 — Race Committee Training Seminar at Sequoia YC, led by Lloyd Ritchey, (408) 280-5021.

Apr. 19 — South Beach YC Swap Meet, 6-11 a.m. at Pier 40. Sellers $10; buyers free. Info, 495-2295.

Apr. 21 — SF Bay Oceanic Crew Group meeting. Bill Bodle of Stone Boat Yard will discuss haulouts. Fort Mason Center, Building C, Room 210, 7 p.m., free. Info, 979-4866.

Apr. 23 — Sausalito YC Spring Race Seminar #1: "The Racing Rules of Sailing 1997-2000", featuring USSA rep Doug McVae. Free! Dinner available at 6:30 p.m.; speech at 7:30. Pat Broderick, (707) 528-2109.

Apr. 23-27 — Pacific Sail Expo at Jack London Square, the best sailboat show on the coast. Stop by our booth and entertain us for awhile! Info, (800) 817-SAIL.

Apr. 24-May 4 — La Paz Race Week (formerly Sea of Cortez Race Week). Fun and games at Isla Partida. See *Letters* for the full sales pitch. Info, 011-52-112-5-59-00 (fax).

Apr. 26 — Opening Day on the Bay, with parties at almost every yacht club. PICYA; Tom Allen, 381-1128.

May 1 — "Circumnavigation of *Trekka*," a free slide-illustrated show by Clifford and Marian Cain about the 21-footer's

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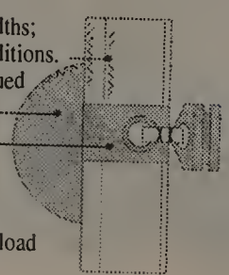
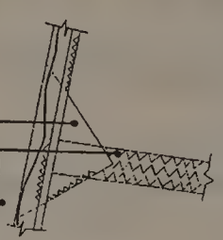
STANDARD TRADEWINDS FEATURES

All of these features are in addition to our industry setting standards in sail finishing. Each of these individual details are also available as separate PDF technical sheets.



- Double luff, leech and foot tapes of staggered widths; providing unparalleled durability in high use conditions.
- Half-moon reinforcement patches stitched and glued under each slide or jib hank.
- Slides and hanks attached to sail with hydraulically pressed rings, bedded in a double wrapped 50mm heavy gauge webbing strap.
- Slides stainless steel or molybdenum disulfide.
- Heavy gauge aluminum headboard with webbing load straps.
- Aluminum leech line cleats.
- Extra heavy, self enclosed batten pockets; finished based on batten hardware.
- Machine and hand sewn heavy duty nylon or Spectra load straps on all rings.



- Leech seam reinforcement patches on cross-load seams.
- Seams extra wide and tripled stitched with a "3-step" stitch and one weight heavier than normal U.V resistant thread.
- Spectra or oversize Dacron leechlines.
- Self enclosed leechline to prevent chafing of seams.

This option is normally added to the cost of the sail, but during the SAIL EXPO boat show we will be offering the TRADEWINDS finishing AT NO EXTRA COST on all sails purchased at the show.

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CALENDAR

trip around the world. Sponsored by Lake Washington SC at Stockdale Marine (Sacramento), 7:30 p.m. Info, (916) 332-0775.

May 1 — "Singlehanded Circumnavigation of Antarctica," a slide presentation by Bernard Espinet at Corinthian YC, 8:30 p.m. after the Friday Night Race. $7 donation at the door; dinner available. Info, 435-4771.

May 2-3 & 16-17 — The Corinthian Women's Annual Sailing Seminar. The first weekend covers the basics, the second is more advanced. Kay Rudiger, 381-4758.

May 3 — Oakland YC Open House for prospective members, 2-4 p.m. Info, (510) 522-6868.

May 7 — Sausalito YC Spring Race Seminar #2: "Understanding PHRF," with local PHRF chairman Dave Few. Same drill as April 23 listing.

May 16 — Nautical Flea Market at the Sacramento West Marine, 8 a.m. to 1 p.m.; $5 seller spots. Info, (916) 366-3300.

Racing

Apr. 4 — OYRA/StFYC Lightship Race, the first crewed ocean race of the season. Remember, mandatory PFDs. YRA, 771-9500.

Apr. 4 — 18th Annual Doublehanded Lightship Race, benefitting Cerebral Palsy of the East Bay. Island YC; Glen Krawiec, (510) 339-9451.

Apr. 4 — Pacific Singlehanded Sailing Association's 630-mile Marina del Rey to Guadalupe Race. Frank Ross, (310) 336-6919.

Apr. 4-5 — Collegiate Regatta at StFYC, 563-6363.

Apr. 4-5 — Encinal YC Spring Tune-Up Invitational: practice races, lectures and on-the-water instruction for Moore 24s, Olson 25s, Merit 25s, J/24s and Columbia 5.5s. Steve Rienhart, 441-5960.

Apr. 4-5 — Citibank Spring Cup at Pier 39, a biannual 11:Metre dash for cash. Matt Gunderson, 705-5421.

Apr. 5 — 3rd Annual Cutty Sark Race, hosted by Benicia YC. Noble Griswold, (707) 645-5050.

Apr. 5 — Spring SCORE #1. Santa Cruz YC, (408) 425-0690.

Apr. 9, 1988 — Ten Years After: "I had to win. I forgot to bring back the perpetual trophy. They would have killed me," explained repeat winner Dennis Silva, who squeaked out a come-from-behind victory in the 35th Annual Bullship Race for El Toros. Almost responsible for Silva's death was Dan Ouellet, who led until the final 200 yards, but was stymied by the ebb just off the finish line. However, the real hard luck award that day went to Walt Andrews, who was poised to come in third or fourth if he hadn't gone up on the beach next to the finish and DNF'ed himself. Other notable performances were turned in by Bonnie Rankin, who came in fifth to claim top women honors; seven-time Bullship champ Hank Jotz of Whiskeytown, who gave the fleet a break this year by coming in sixth; and Kimball Livingston, who at 21st was the high scoring sailing journalist in the two-mile crossing.

Apr. 10-12 — Ski/Sail National Championship. Melges and Laser sailing on Lake Tahoe, followed by skiing at Squaw Valley. The winners will be the gold medal combo of mogulmeister Jonny Mosely and Star sailor Mark Reynolds —but who wouldn't be happy coming in second to these guys? Sponsors include Revo, Patagonia, Skyy Vodka, Squaw Valley and Sunnyside Resort. Ralph's Sailboat Services, (530) 525-SAIL.

Apr. 11 — Rites of Spring Race, rescheduled (see *Race Notes*). Oakland YC, (510) 522-6868.

Apr. 18 — Commodore's Challenge, two races for PHRF boats rating between 144-186, all piloted by current commodores and crewed by their fellow clubmembers. EYC, (510) 522-3272.

Apr. 18 — 45th Annual Bullship Race, starting later than usual this year (9:30 a.m.). Duncan Carter, (510) 945-6223.

Apr. 18 — Doublehanded Farallones, a worthy challenge. BAMA; Peter Hogg, 332-5073.

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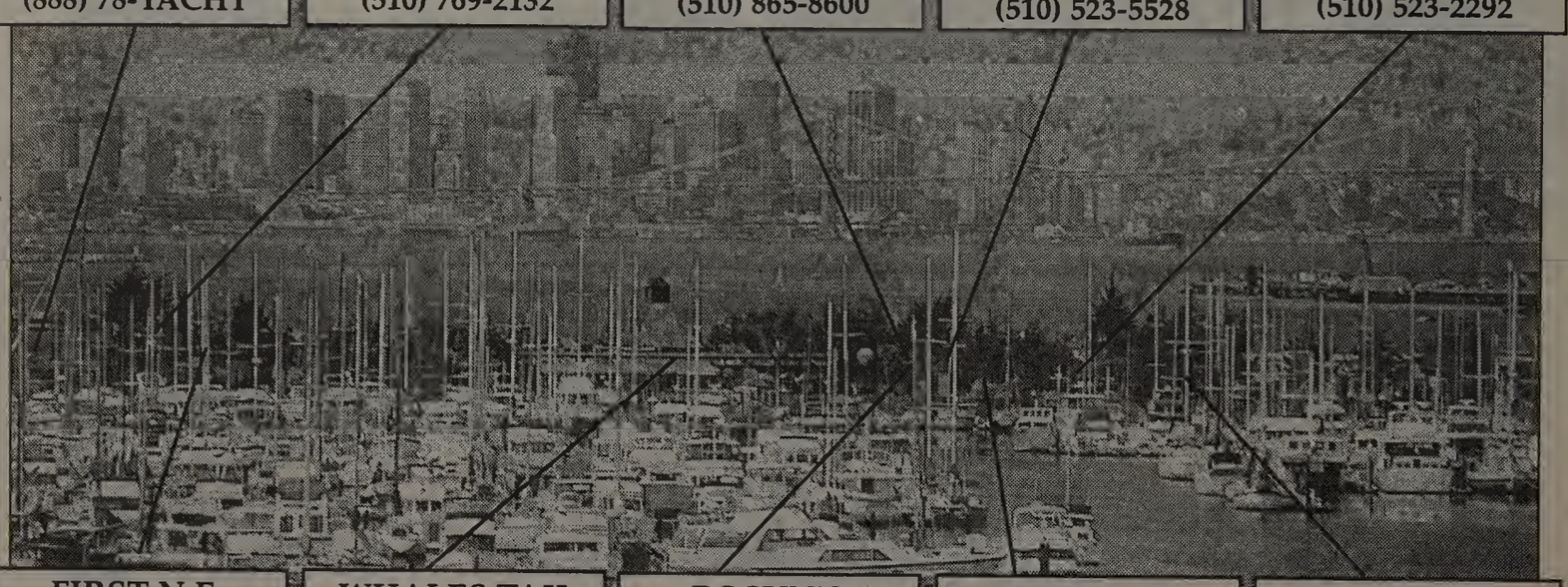

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  April 4, 7:30pm

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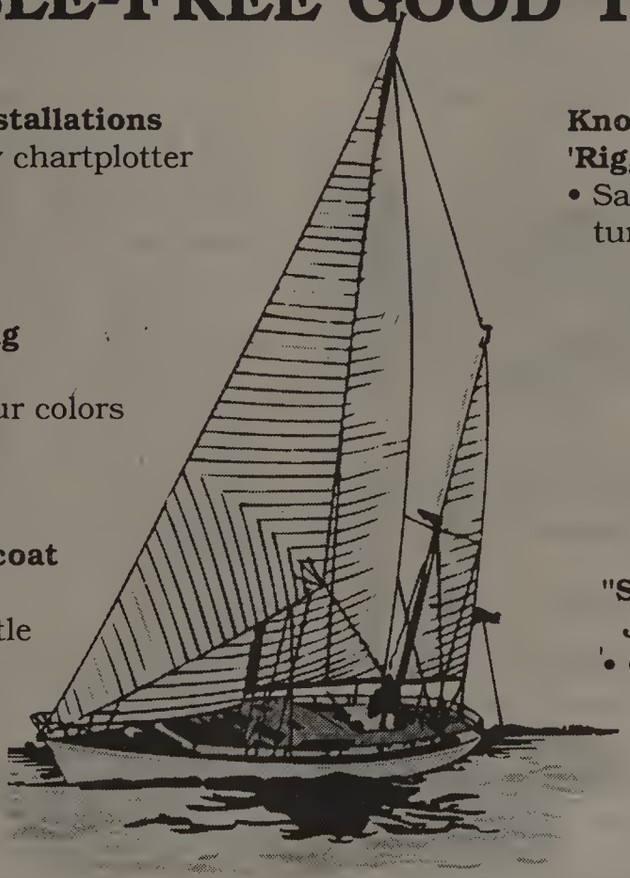

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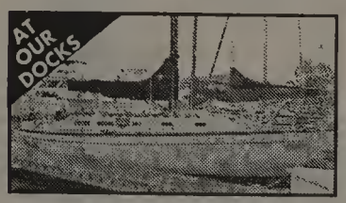

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* 37' Express, '86, hull #13, '85 74,500	* 30' Olson 911S, '89, *Lycea* 39,000
* 36' Islander, '72, *Juggernaut* 39,900	* 30' Scampi, '77 22,000
* 35' J/35, hull #195, *Skye* 72,000	* 27' Express, *Sunshine Express* 18,000
* 35' Oyster SJ Hustler, '88 *Cabaret* 44,900	* 24' J/24, '93, *Cujo* 22,000

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CALENDAR

Apr. 18 — Inter-Club Race Series begins. This is a six-race, once-a-month PHRF series open to members of the following yacht clubs: Alameda, Encinal, Oakland, Island, Sea Breeze, and Treasure Island. ML Higgins, (510) 748-0289.

Apr. 18 — Art Hoppe Race for Ariels. Free! Alameda YC; Joe Antos, (510) 691-6128.

Apr. 18 — Spring One Design #1 for Moore 24s, SC 27s and Tuna 22s. Santa Cruz YC, (408) 425-0690.

Apr. 18 — Clear Lake Monster, sponsored by Red Tail Ale. Konocti Bay SC, (707) 277-7245.

Apr. 18-19 — Resin Regatta for Newport 30s, Cal 29s, Ranger 23s, Santana 22s, Knarrs, Cal 20s, 198-Raters, Melges 24s, Etchells, Express 27s, J/24s and IODs. SFYC, 435-9133.

Apr. 18-19 — Camellia Cup, kicking off the still mythical Northern California Summer Lake Circuit. Folsom Lake YC; Craig Lee, (916) 939-9114.

Apr. 18-19 — High School PCCs in FJs on Richardson Bay. San Francisco YC; Lloyd Benson, 435-0409.

Apr. 18-19 — J/Fest, the annual gathering of the clan at St. Francis YC. Every size of J/Boats is invited; big classes will sail one design, while everyone else will be relegated to PHRF. StFYC, 563-6363, or Sail California, (510) 523-8500.

Apr. 19 — Whitbread Race Leg VII, a three-day, 870-mile hop from Fort Lauderdale up to Baltimore. Go, *EFL*, go!

Apr. 24 — 51st Annual Newport-Ensenada International Yacht Race. Too much fun! NOSA, (714) 435-9553.

Apr. 24-25 — Konocti Triangle on Friday, followed the next day by the Konocti Cup, a 26-mile marathon on Clear Lake. Konocti Bay SC, (707) 277-7245.

Apr. 24-25 — Raisin Bowl Regatta on Millerton Lake. Fresno YC; Alan Kawakami, (209) 224-0203.

Apr. 25 — 35th Año Neuvo Race, hosted by Monterey Peninsula YC; Ray Ward, (408) 659-2401.

Apr. 25 — One Bridge Fiasco for Jesters, proof that size isn't everything. Joe Francis, (408) 476-7392.

Apr. 25 — OYRA/RYC Duxship Race. YRA, 771-9500.

Apr. 25 — WBRA (woodies) first race. YRA, 771-9500.

Apr. 25-26 — 505 Spring Open and Laser NorCal Open. Santa Cruz YC, (408) 425-0690.

Apr. 25-26 — Ronstan Youth Regatta, in conjunction with Sail Expo. Classes for JY Trainers, Optis, El Toros, CFJs, Lasers and Laser IIs. Encinal YC; Susannah Carr, (510) 769-0221.

Apr. 26-May 2 — 32nd Annual Antigua Sailing Week. According to zen master Dee Smith, "This is a regatta you can't wait to go to. . . and one you can't wait to get home from, either!" Sounds perfect to us. Info, (268) 462-8872.

May 2-3 — 98th Vallejo Race, aka the Season Opener. Their press release claims this year's race will attract "100 yacht clubs, 600 boats and 1,800 sailors. . . with over 40 classes starting." Ahem, okay. YRA, 771-9500.

May 2-3 — Elvstrom-Zellerbach Regatta for Finns, Euros, Lasers, Laser IIs and IMCOs. StFYC, 563-6363.

May 9 — OYRA/San Francisco YC Farallones Race, the quintessential NorCal ocean race. One time entries encouraged — go see the Rockpile! YRA, 771-9500.

May 13-17 — St. Francis Match Race Series, a Grade II (no money) event for eight to-be-determined skippers in J/24s. Not quite as Hollywood as years past, but should still be a good show. StFYC, 563-6363.

May 16-17 — Elite Keel Regatta for Melges 24s, Etchells, Express 27s, IODs and Knarrs. SFYC, 435-9133.

May 17 — Eighth Annual SBRA Scott Rovenpera Youth Sailing Regatta at Lake Merritt SC. Charles Heimler, (510) 845-6218.

May 23 — Master Mariners Memorial Day Regatta. Wooden ships on the water, very free. Peter English, 456-8355.

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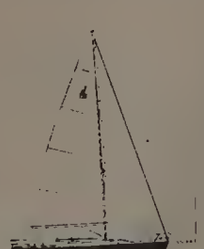

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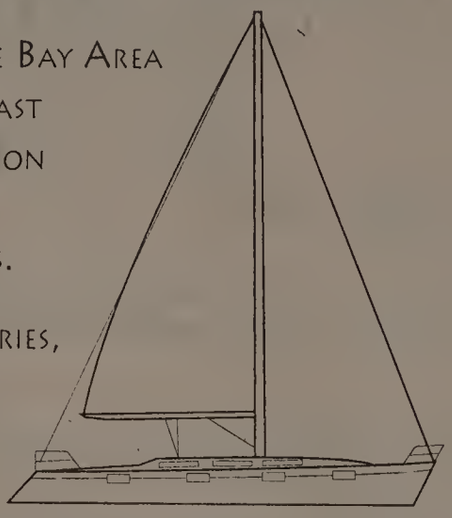

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CALENDAR

May 29-31 — U.S. Women's Open Championship in Laser Radials and JY-15s. RYC; Judy Yamaguchi, (510) 526-7272.

Summer Beer Can Races

BAY VIEW BOAT CLUB — Monday Night Madness. Spring: 4/27, 5/11, 5/25, 6/8, 6/22,6/29. John Super, 243-0426.

BERKELEY YC — Friday Night Races: 4/3 through 9/25. Paul Kamen, (510) 540-7968.

BENICIA YC — Thursday Race Series: 4/9 through 9/24. Kathleen Jones, (707) 746-0739.

CORINTHIAN YC — Friday Night Series: 4/10 through 9/11. Matthew Gorton, 256-9243.

ENCINAL YC — Friday Night Twilight Spring Series: 4/10, 4/24, 5/8, 5/29, 6/12. Bill Stephens, (510) 426-6927.

GOLDEN GATE YC — Folkboat Wednesday Nights: 5/6-6/24 and 8/5-26. Ed Welch, 851-3800.

ISLAND YC — Friday Nights on the Estuary: 4/17, 5/1, 5/15, 6/5, 6/19, 7/31, 8/14, etc. Glen Krawiec, (510) 339-9451.

OAKLAND YC — Sweet 16 Series (Wednesday nights): 5/6-6/24 and 7/29-9/16. Fred Joyce, (510) 522-4320.

OYSTER POINT YC — Friday Nights: 4/17, 5/15, 6/19, 7/17, 8/18, 8/21. David Marsiano, (209) 477-8926.

RICHMOND YC — Wednesday Night Series: 5/6, 5/20, 6/3, 6/17, 7/1, 7/15, 8/5, 8/19, etc. Paula Harris, (510) 237-6180.

SANTA CRUZ YC — Wednesday Night Races: 4/8 through 10/21. Larry Weaver, (408) 423-8111.

SAUSALITO YC — Tuesday Sunset Series: 4/28, 5/12, 5/26, 6/9, 6/23, 7/28, 8/11,8/25, etc. Ernie Lacey, 331-8203.

SAUSALITO CRUISING CLUB — Friday nights: 5/1, 5/15, 5/29, 6/12, 6/26, 7/10, 7/24, etc. Deborah Leanos, 499-9676.

SIERRA POINT YC — Saturday Afternoons: 4/11, 5/9, 6/13, 8/8, 9/12, 10/10. John Felch, (408) 741-0880.

SOUTH BEACH YC — Friday Nights: 4/24, 5/1, 5/15, 5/29, 6/5, 6/19, 6/26, 7/17, 7/24, etc. Kirk Kelsen, 255-9019.

ST. FRANCIS YC/GOLDEN GATE YC — Friday Night Series: 4/17 through 9/4. Matt Jones, 563-6363.

VALLEJO YC — Wednesday Nights: 4/8 through 9/16. Russ Taft, (510) 376-6723.

Please send your calendar items ***by the 10th of the month*** *to* Latitude 38 *(Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at* editorial@latitude38.com. *But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.*

April Weekend Currents

date/day	slack	max	slack	max
4/04Sat	0150	0434/1.9F	0713	1025/3.4E
	1434	1755/3.1F	2055	
4/05Sun		0007/1.9E	0400	0653/2.0F
	0922	1244/3.4E	1634	1952/3.3F
	2247			
4/11Sat	0146	0434/3.9E	0818	1111/3.4F
	1417	1652/3.4E	2028	2315/3.1F
4/12Sun	0214	0507/4.1E	0852	1144/3.4F
	1457	1728/3.2E	2057	2345/2.9F
4/18Sat	0018	0320/1.5F	0550	0932/3.5E
	1328	1632/2.5F	2011	2218/1.7E
4/19Sun	0144	0426/1.5F	0702	1033/3.5E
	1434	1739/2.7F	2111	2323/1.9E
4/25Sat	0052	0348/5.1E	0726	1023/4.5F
	1334	1613/4.3E	1938	2231/4.2F
4/26Sun	0131	0433/5.6E	0814	1112/4.7F
	1428	1701/4.0E	2023	2314/4.0F

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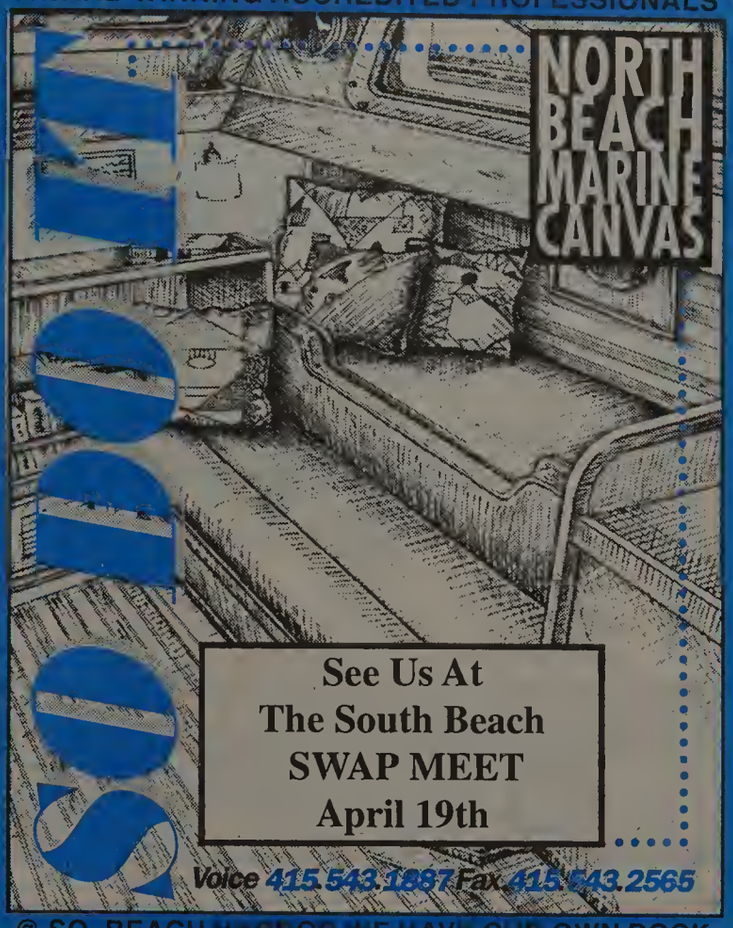

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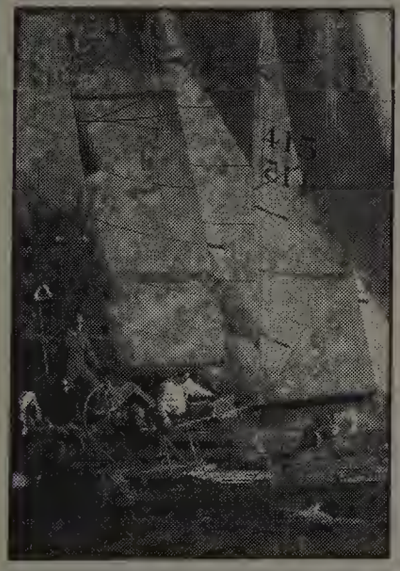

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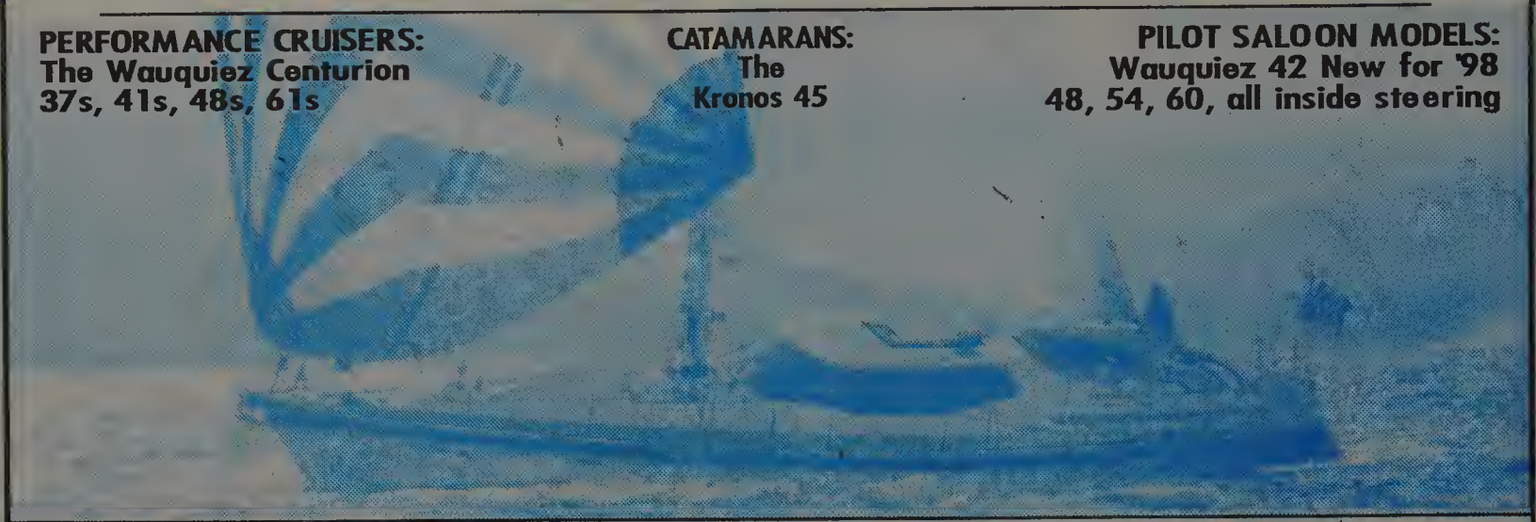

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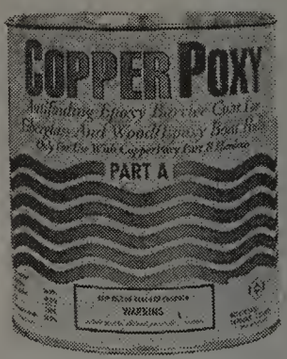

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LETTERS

⇑⇓MAYDAY, I HAVE HIT A ROCK'

The following is pretty much a copy of a letter that I've sent to Governor Pete Wilson, Senators Boxer and Feinstein, and others.

This is to inform you of the gross negligence of the U.S. Coast Guard, which affects the safety and lives of each and every person, and boat operating on or near the bays and coastal waters of California.

I am not a novice yachtsman, as this is the second yacht I have owned and captained over the past 10 years. Further, I have had the opportunity to learn well from my father, Paul C. Petersen, who owned and captained more than five Hatteras motor yachts while I was growing up.

My Hatteras 38 motor yacht *Tootsie* was wrecked on Pebble Beach on September 1, 1997, due to a lack of response from Coast Guard Monterey. At approximately 8:30 p.m., I made the following transmission over Channel 16: "Mayday, Mayday, Mayday, SOS, this is the vessel *Tootsie*. I am the captain, Robert Petersen. I have hit a submerged rock and have lost steering and power in six-foot waves. Mayday, Mayday." At the time I made my transmission, I was only two miles from Coast Guard Monterey. There was no response.

Five minutes before I was to abandon my vessel, Coast Guard San Francisco did respond, but it was too late as they were 90 miles away.

I made the decision to abandon ship as I was being beaten against rocks in six foot waves and I feared that my boat was going to either sink or explode. I then dropped my anchor in 27 feet of water about 200 feet offshore. My shipmate and I immediately got off of the boat and into the dinghy, then started paddling by hand towards shore. By this time we'd been spotted by five or six cars, which shone their headlights at my yacht so I could see.

Fortunately, an off-duty Carmel police officer came out in the water — fully clothed — and grabbed the front of the dinghy, for the surf almost tipped us over. With his help we safely made it ashore. After pulling the dinghy up on the beach, I sat on the shore and watched *Tootsie* break loose, because of the strong winds and large waves, and then wash up on shore.

Coast Guard Monterey did show up the following day to inspect *Tootsie* for any fuel or oil leakage, and for any violations of Coast Guard regulations. She passed all with flying colors.

That same afternoon a woman — I can't recall her name — who identified herself as the person in charge of Coast Guard Monterey came to inspect the site. I questioned her as to the lack of response from Coast Guard Monterey. Her response was, "Well, after 10 p.m. all of our calls are automatically transferred and forwarded to Coast Guard San Francisco. After they get the call, it takes at least 45 minutes to contact us."

The damage to my boat was extensive and documented by every paper and television station in the Monterey Bay area. Towing and repairs to the boat personally cost me $60,000 — because the boat was built in '68 I was only able to get liability insurance.

This financial tragedy and burden would have been avoided entirely had the Coast Guard lived up to their 'Always Ready' motto. Because it took 45 minutes to get a response, lives could have been lost and there could have been an environmental disaster to some of the most desirable coastline in California.

Robert P. Petersen
Northern California

Robert — The way we see it, when a person takes his/her boat to sea, he/she accepts complete responsibility for the safe operation of that vessel. If a person doesn't want to accept that responsibility, he/she should stay on shore. Yes, we have a Coast

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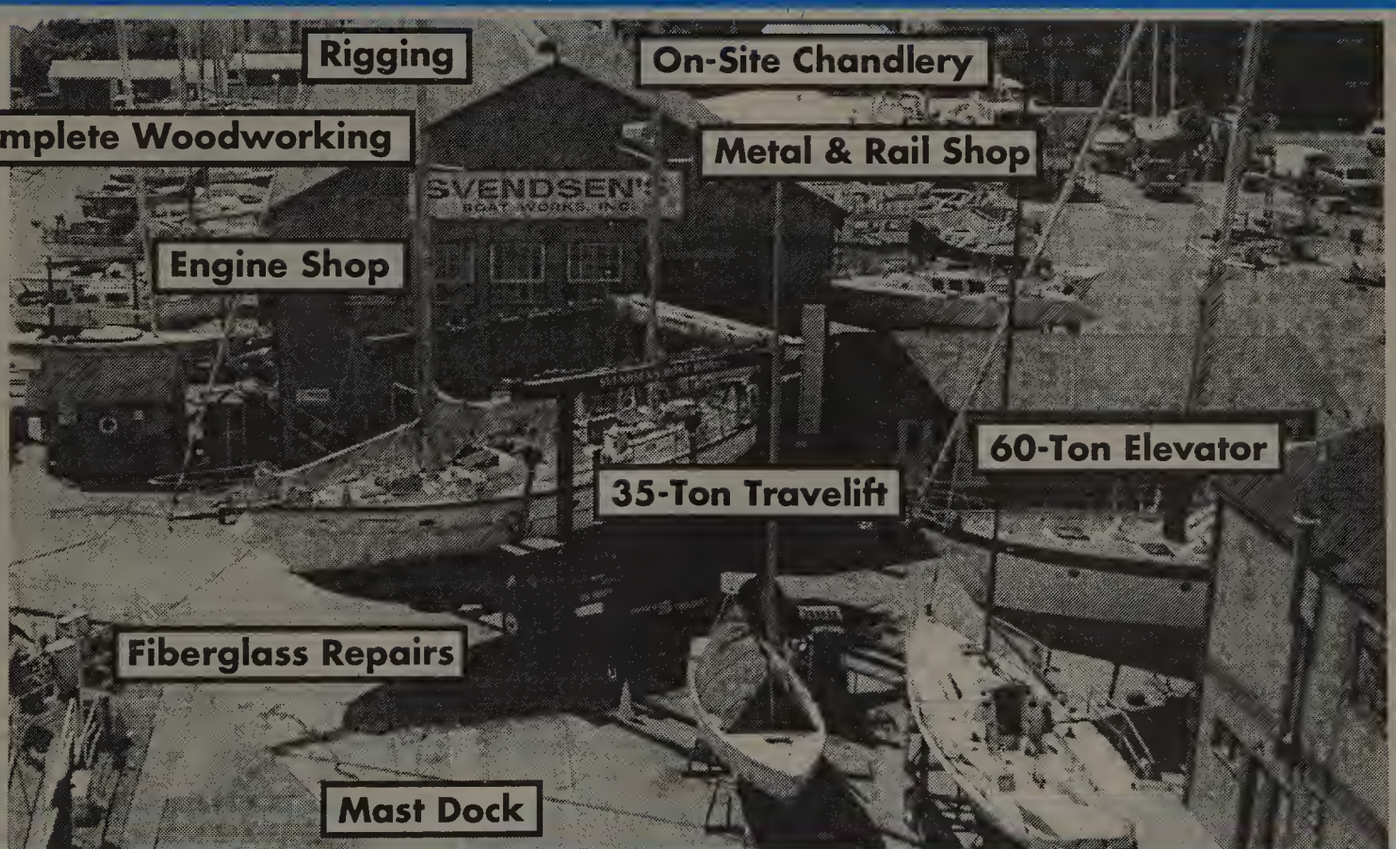

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LETTERS

Guard, but like all people, businesses and agencies, they do not have unlimited resources. 'Semper Paratus' doesn't mean "We'll be there wherever and whenever anybody needs us". So unless the station wasn't staffed when it should have been, we think you were on your own.

By the way, if your Hatteras is in decent condition, we can't understand why you couldn't get full coverage.

⇑⇓SMALL BOATYARDS WERE MALIGNED

I'd like to respond to the blatant horseshit expounded in the March KKMI ad in *Latitude* — the one in which the craftsmen, owners, and clientele associated with small boatyards were maligned in one fell swoop of egocentric copy.

As the owner of a small boatyard, I am not party to the propagation of the so called 'myth' that the size of a boatyard doesn't matter. We don't have the tools of a bigger yard or the crane capacity — but we do a good job at reasonable rates for a loyal clientele. And we've been doing a great job for 35 years. We don't sell what we are not equipped to do, but refer that work to businesses that are — including boatyards that we feel are competent.

The ad copy stated that "smaller yards have no option and must charge their customers more simply due to their modest capacity." We tell our customers to call around for alternate quotes, and many do such research before they come to us. But they come for a variety of reasons; sometimes price, often times reputation, and sometimes location.

Small boatyards can have advantages. All our equipment is paid for, and we have no mortgage to amortize. A small yard also has smaller expenses to contend with when times are slow, such as when the recent rains slowed down much of the work at Bay Area boatyards. Painting or doing fiberglass work during periods of high humidity is a poor practice, and for most yards the bulk of operations is outdoors.

Quality and size are not a direct relationship. Many exquisitely made boats, reconstructions, and repairs are produced by small boatyards all over the world. Quality has to do with the caliber of craftsmanship and design of a product or a repair.

Many larger boatyards have a category in their bills called 'miscellaneous materials'. We don't. All our time and materials are accounted for.

I don't begrudge KKMI its success, and wish them well in running an honorable business. But I do resent the implication that smaller businesses are less competent, qualified, value and quality oriented, and that we somehow need to rip off our customers to stay in business. For us, and for many others, it just ain't so.

Douglas Wood
South Bay Boat Works
Redwood City

Douglas — In the publishing business there are some advantages to being big and some advantages to being small. We're sure the same is true with boatyards.

⇑⇓EYEPATCHES OVER HER NIPPLES

I sent you a couple of photographs to post on your website. One, titled 'Pirate', and was of my wife with eyepatches over her nipples. Did you get it? If so, will you be posting it on your site?

Mike
Cyberspace

Mike — We had indeed planned to post reader photographs on the 'Gallery' section of our site. We've since changed our minds because of a combination of the expense and mediocre quality of the photographs we received. Mind you, the mediocrity refers to

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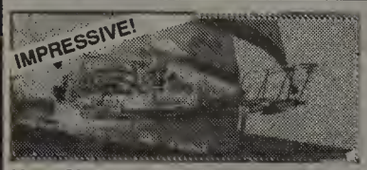

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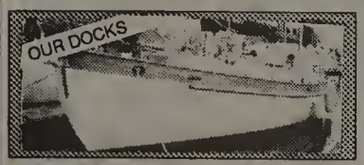

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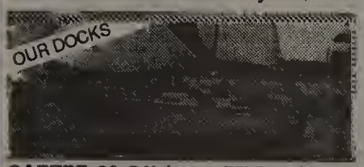

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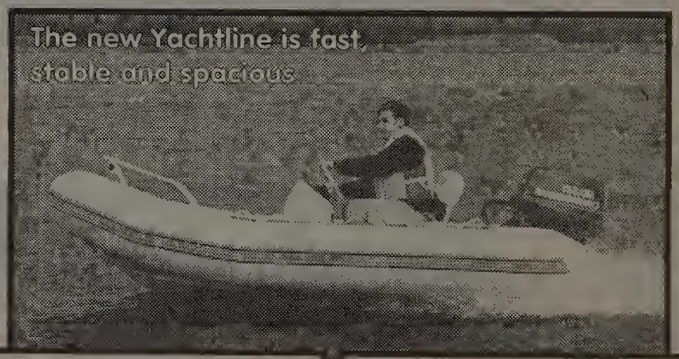

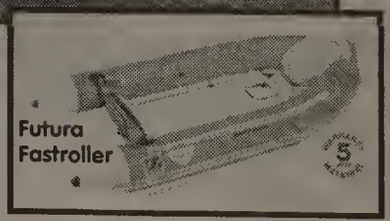

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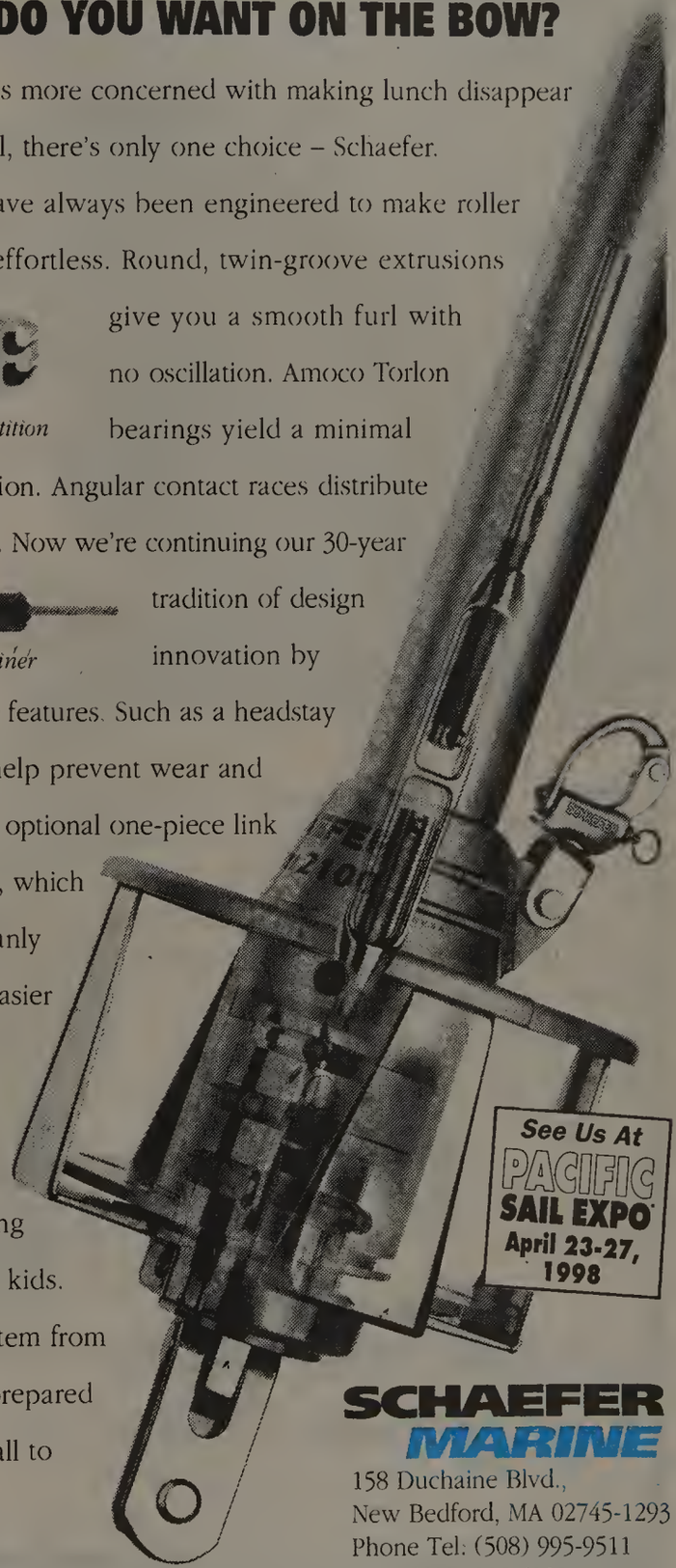

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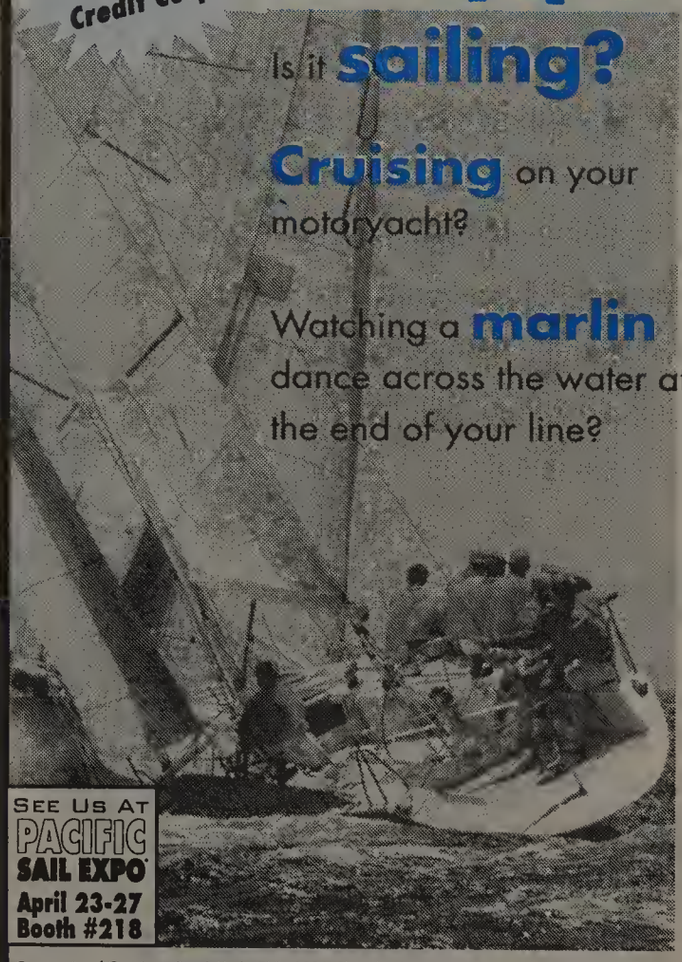

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Congressional Cup, Long Beach Yacht Club, 1996. Photo by Geri Conser.

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LETTERS

the exposures, not the subjects. Your wife, for example, looks fetching in her pirate outfit — or lack of it.

⇑⇓THE TIJUANA POLICE

Trailering your boat to Baja? Be ready for the unexpected when dealing with officials and the police. I was stopped on the Mexican side and asked for the boat's registration. I couldn't find it, so I said, "Okay, I'll go home." The official said that he'd take care of it for $20. When I insisted that I wanted to turn around to go home and get the registration, he gave up and told me to continue on.

Three others with Schock 23s were stopped earlier because their boats were "too wide." They weren't too wide, but for a total of $60 they were given a 'special permit' and allowed to continue. Mind you, it was a verbal permit, not one that was written out.

On the way back home you may well be pulled over by Tijuana police for some imagined infraction. But don't bother trying to prove that your turn signal does work, because they'll just claim something else is wrong. At which point they'll say, "You'll have to come down to the station to take care of this. But if you pay us the $40 fine, we'll take care of it for you so you can continue on."

When it happened to me the last time, I went into an act that convinced the police that I was crazy. They were quick to jump into their vehicle and leave.

What will you do when your time comes?

Tim McCall
Los Gatos

Tim — The last time we pulled a boat trailer through Tijuana — about seven years ago — the fine was only "ten or twenty dollars — whatever you have." Sounds like inflation is getting out of hand south of the border.

⇑⇓MARKET FORCES ON *LATITUDES*

I want to advise your readers that when traveling on charters, particularly to the Caribbean, current issues of *Latitude* can be used as currency in the marina bars. I was in St. Martin during hurricane Bertha last year, and succeeded in trading two current issues of *Latitude* for seven — count em', seven — Heinekens. I believe this 40 ounces per issue is a world's record.

The cruisers down there all know people in the *Changes* section and the ads give everyone current intelligence on prices of boat gear. Anyway, somehow we managed to start a flea market of old *Latitudes* in the Dinghy Bar at Marigot Bay. Between about six of us, we had the entire most recent year of *Latitudes*! As there is no blue book on issues of *Latitudes*, market forces quickly kicked in and late model issues were roundly appraised at about three beers each. But with bidding, the price reached four beers — before congestive brain failure set in.

How to market them? My advice is wait until just before closing time, hold them up over the bar, and shout "Newest issue of *Latitude*! No free reading!" Then wait for the best deal, then close, close, close.

By the way, I am one of many interested in stories on trailering sailboats to the Sea of Cortez, and would like to see letters and articles from readers with recent experience. I'd like to know the best times to go, the best places to put the boat in, and about Mexican regulations, permits and such.

Dan Baker
San Bruno

Don — Spring and fall are the best times to trailer a boat to the Sea of Cortez. Summer is too hot for most people, while winter exposes you to significant cold and the possibility of strong

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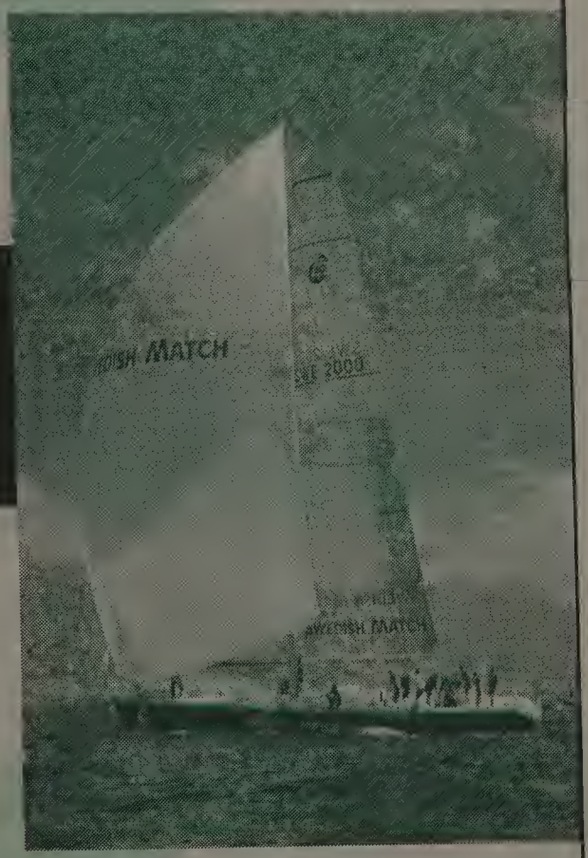

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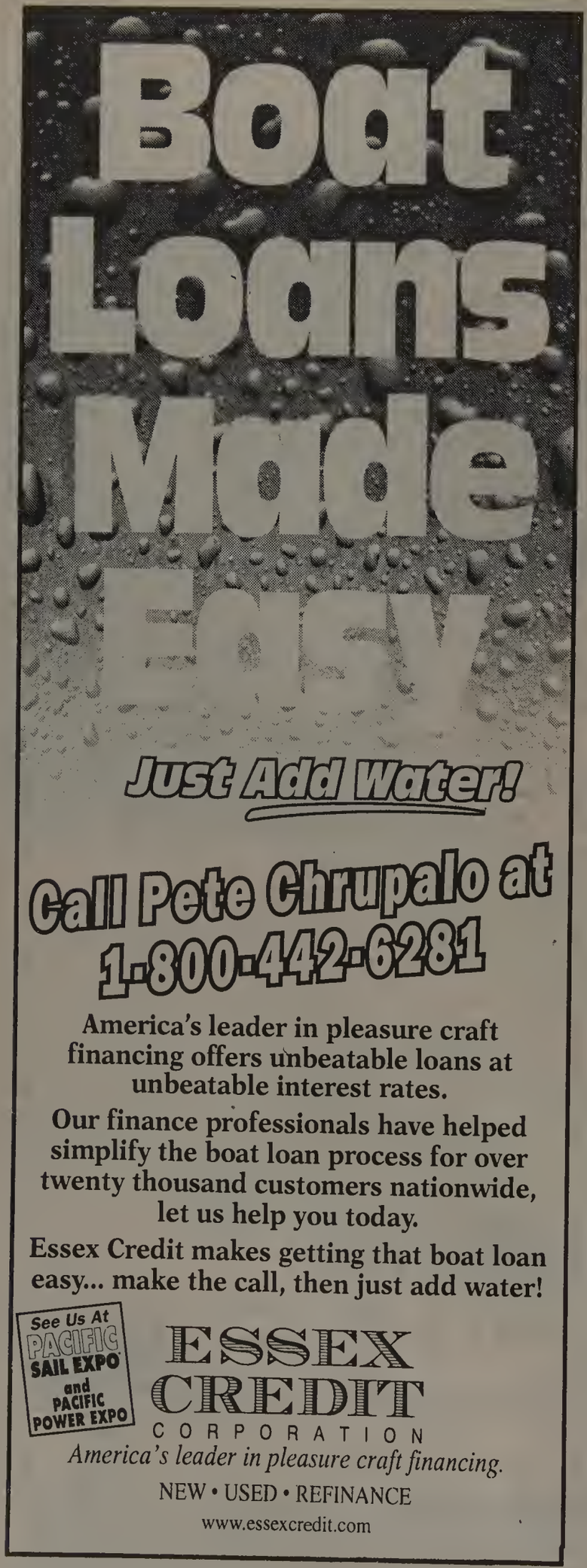

LETTERS

winds and big seas from the north. Launching options depend on what size and style boat you have. You can launch a Hobie Cat from almost any beach, while an Olson 30 is another story.

When we last trailered a boat to Mexico, you could drive past the checkpoint at Manadero undisturbed — if you waited until after midnight. We think that's all changed now, what with federales looking for drug smugglers.

⇑⇓IS IT LEGAL TO LET A BODY SLIP OVER THE SIDE?

A couple of friends were discussing the inevitable — our deaths. Basically, we decided that funerals cost too much and graveyards take up too much valuable space. We all agreed that we don't need headstones for our families to remember us by, and that we'd rather be self-indulgent now and spend our money instead of putting some away for an expensive funeral that we won't even get to enjoy. That being said, we were left with two possibilities; we're sure about one, but the other might be illegal.

The first option is cremation, of course. One friend said he wants his ashes scattered on the water so that when his family sees any body of water, they'll know that they are somehow connected to him. Nice to know that all those water molecules around the globe are connected to each other, huh?

The other way of disposing of our remains in the ocean would be for friends to simply take the whole body out to sea and slip it over the side. Hey, that's what you'd have to do if somebody died and you were in the middle of the ocean. We discussed what we thought would have to be done if choosing this option: wrap the body in a cloth shroud, weigh it down; and go at least 12 miles out before committing the body to the sea.

By the way, we also agreed that option #2, being dumped in the ocean, is as natural a way as you can get to become part of the food chain again. You know, giving something back to nature, as it were. But can you do this legally? Or have the funeral organizations closed off this once commonly used method of disposing of remains? Does the Neptune Society provide these services?

Inquiring and lively minds would like answers to these questions. If you don't know the answers to these questions, I'm sure some of your readers would. Thanks — and enjoy what's left of the rest of your life!

Ron and Friends
Alameda

Ron — The Neptune Society will dispose of cremated remains — although they now have to go out past Pt. Bonita. Up until a short time ago, they only had to go beneath the Golden Gate. There's no reason why ashes can't be spread from a private yacht — but remember to spread them to leeward. People who forget tend to have their departed loved ones blown back in their face.

The woman at the Neptune Society tried her best not to laugh when we asked her if they'd do a 'whole body' burial at sea. She wasn't sure if it would be illegal, but she was sure the Neptune Society wouldn't have anything to do with it. And we somehow doubt that many funeral homes would deliver a body to a private yacht. But maybe some of our readers know better.

Since we're on the subject of death and boats, we'd like to hear from anyone who has been aboard a small boat in the middle of the ocean when a member of the crew passed on. What was done with the body? And did you do anything to prove that you hadn't murdered the victim? Inquiring minds want to know.

⇑⇓INSTALLED THE RUNNING LIGHTS ON HIS COFFIN

We have sad news to report. Our old friend, Hard Luck Charlie Carlson, who had the marine rail at New Haven in southern Belize, died on January 6 as the result of a skiff accident. Many

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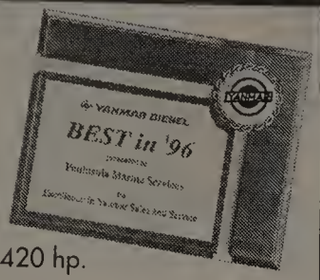

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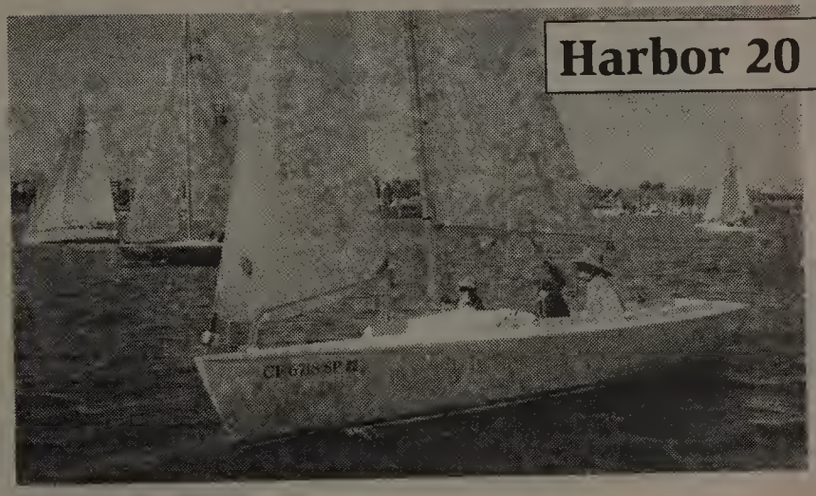

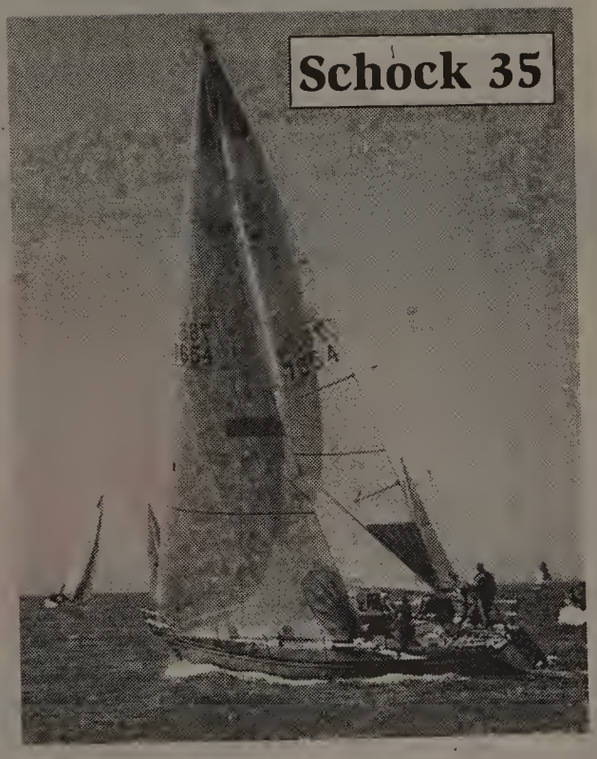

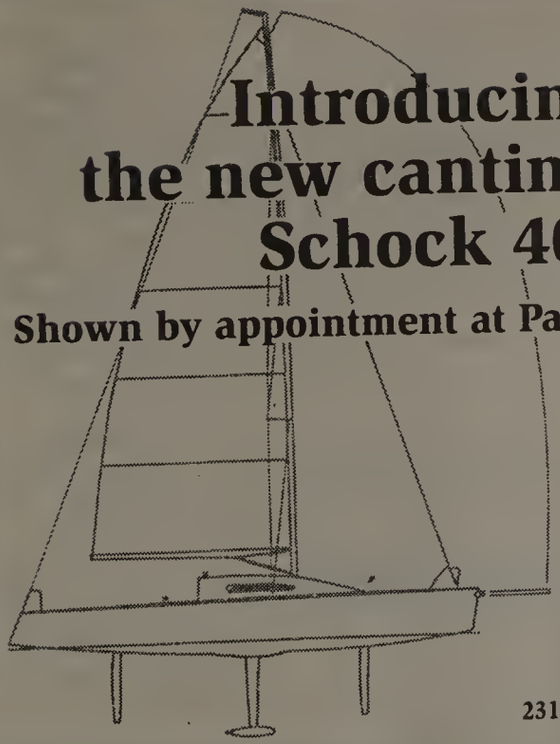

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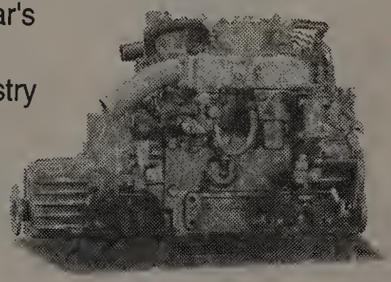

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LETTERS

cruisers who spent time in Belize will remember Charlie's hospitality.

Charlie lived in the bush and so it was fitting that he be buried in the bush at New Haven. We dug his grave, and with the help of Charlie's neighbor Kirby, built his coffin from mahogany planks we found lying around Charlie's shop. We found the bow pulpit from *Indemien*, the boat Charlie sailed to Belize 25 years before. So we removed the running lights and installed them on Charlie's coffin to guide him on his way.

Charlie's service was attended by about 50 people who had, of course, arrived by boat. Charlie's epitaph was borrowed from Robert Louis Stevenson, and ends: "Home is the sailor, home from the sea . . . and the hunter home from the hill."

P.S. Patty still encourages sailors to visit New Haven.

Melly and Harry Gorman
Bigfoot IV
Seattle / Belize

Melly & Harry — It would be instructive to learn the nature of the 'skiff accident'. Did Charlie run into a mangrove, collide with another skiff, get ground up by an outboard, or what? Perhaps other lives can be saved by learning from his untimely demise.

⇑⇓CRUISERS SPEND WHAT THEY HAVE

It's always fun for us bluewater cruisers to come home at the end-of-the-year holiday season. We get to visit with family and friends, participate in all the holiday festivities, stock up on boat parts and supplies — and read all the accumulated *Latitude 38s!*

Two topics discussed in the last few issues were of particular interest. The first concerned tides; specifically, why does high tide always come around noon in Tahiti? The answer involves the effect of the sun's gravitational force and the shape of the ocean basin in which Tahiti lies.

In general, the moon's gravitational force has a far greater effect — 2.5 times — than the sun's even though the moon's mass is only a fraction of the sun's. Why? Because the forces vary inversely with the cube of the distance, and the moon we all know is much closer to the earth. Nevertheless, the effect of the sun's gravitational force cannot be ignored. When the sun's force is aligned with the moon's, we get spring tides. When it's at right angles, we get neap tides.

Consider now that every body of water has a natural period of oscillation, and the Pacific — like all oceans — is composed of a number of oscillating basins. Depending on their shape, these basins respond more readily to some forces than others. Tahiti, as I recall, is near the center of one of those vast oscillations so far as the lunar tide is concerned, and as a result is relatively unaffected by it. Tahiti is more affected by the solar influence, or solar tide. Hence high tide is not only about the same time each day, but about noon, when the sun is highest.

How do I know all this? Most of it is discussed in great detail — and with a lot of mathematical formulas — in Bowditch's *American Practical Navigator.*

The second discussion that caught our attention concerned the costs of cruising. The O'Neill's article in the June 1997 issue was well done, but elicited some follow-up questions in the August issue — and maybe others that we haven't read.

The question in the August issue was how people can afford to cruise. As the author suggested, in many cases cruisers are retired couples living on pensions or investments. The writer implied that these people were old — 55 or 60! — and ready for a wheelchair. This, of course, isn't true, as most cruisers 55 to 60 — and much older — are vigorous and vital, and the cruising lifestyle keeps them young.

There are a variety of ways the younger cruisers afford it.

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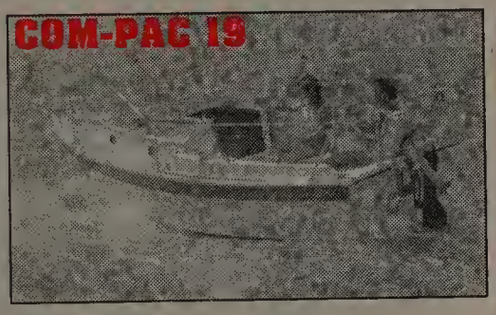

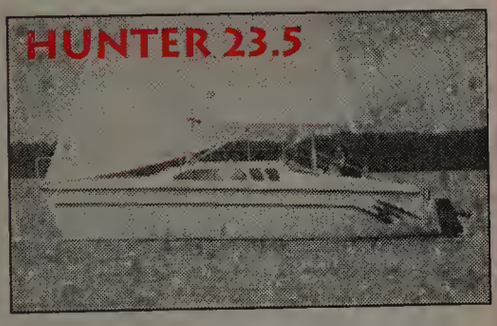

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LETTERS

Some have what one cruiser called 'family money'. Some have a kitty that lasts only a few years, and therefore they have to be on a fast track and complete their circumnavigation in something like three years and then get back to work. We've met a number of younger couples that fit in this category. Others are on a limited budget that they supplement with work as they cruise along. Frequently they work as diesel engine or refrigeration mechanics.

What we feel many of the comments and questions didn't make clear enough, is that apart from the basics — meaning food — the cost of cruising depends on how high on the hog you want to live.

The total expenses on our circumnavigation have remained fairly constant, but they differ in some significant ways from *Shibui*'s. The toughest part of our decision to leave was the knowledge that we'd be separated from our family. Because keeping touch with them was very important to us, we budgeted for one or two trips home every year. Since we're retired, in no hurry, and can afford it, we also take occasional tours of the countries we're visiting. While we were in India, for example, we and another cruising couple flew to northern India to see the Taj Mahal and some other unforgettable sights. We also pay for boat insurance each year, since most of our assets are tied up in the boat. And we like eating out occasionally, which adds to our entertainment budget.

The point is that each of these categories is discretionary. So are other categories such as berthing fees (we have friends who live on the hook in the Med in the winter!), laundry, gifts, telephone calls, and so forth.

Apart from some minor expenses, such as visas, the essentials are food, fuel and water, and boat maintenance. Our annual costs for boat maintenance have remained remarkably stable at $3,000 for the last three years. The first year they were even less, probably because we did everything we could think of before we left.

However, the other two categories, provisioning and fuel, have varied considerably depending on the area we were cruising. Provisioning costs were about $4,500 per year the first two years, which we spent in Mexico and the South Pacific. That jumped to over $6,000 in 1995-'96 when we spent most of the time in New Caledonia and Australia. Then it declined to just $2,800 in 1996/97 when we were in Indonesia, Southeast Asia, and the Red Sea.

Diesel fuel and water expenses were $1,200 the first year, $700 the second, $1,000 the third, and just $240 in 1996-'97.

In summary, the costs of cruising depend most on two factors: where you cruise, and how you live. But most cruisers, we've observed, spend what they've got.

Steve Salmon and Tina Olton
Kusadasi Marina, Turkey / Berkeley

⇑⇓A VOTE AGAINST THE MANDATORY USE OF PFDs

It's refreshing to reflect back on just how well we got along in Mexico during the '96-'97 cruising season without Secretary of Transportation Peña and his hired thugs — the United States Coast Guard — attempting to control every aspect of our on-the-water lives. We voluntarily donned inflatable PFDs — especially at night and when it blew like snot, we threw a couple of Type IVs in our dinghy when we felt it made sense, and we stood ready to assist others.

But now, because 476 non-swimmers were clumsy or stupid enough to fall out of a boat while not wearing life jackets, it looks like it will become mandatory to wear PFDs anytime anyone is on the water. Charles Darwin would have simply pointed out that this was 'natural selection' at its finest and leave well-enough alone!

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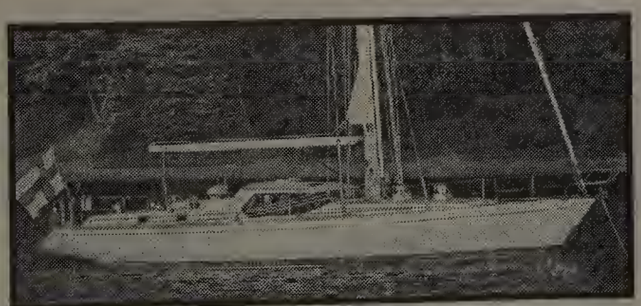
SWAN 53 (1990): Used only for West Coast cruising since new, with less than 500 engine hours, offered by the original owner. Immaculate throughout, this vessel shows virtually no use, having never raced, and sailed only locally since 1991. The owner equipped the boat for single-handed sailing, with such features as electric winches, Harken mast track, furling jib and lazy jacks. However, the boat also has a tall rig, high-performance primary winches, and a standard keel. Cruising amenities include generator, watermaker, SSB, radar and heating. You will not find a better Swan 53 anywhere. Alameda, **$660,000.**

SWAN 47 *ZEPHYR* (1979): Just back on the market after an extensive refit, which included a major refurbishment of the teak decks. All seams were recaulked, fasteners replaced, and worn wood was renewed. In addition to the deck work, the bottom was painted, as were the cove, cabin, and boot stripes, all December '97. With only 75 hours on the '93 Perkins 4-154 diesel, plus fresh leather upholstery, updated B&G Hydra instruments, immaculate interior and exterior condition, the boat is ready to cruise. San Diego, **$235,000.**

LAFITTE 44 *MARINARA* (1981): Lightly used and well equipped with refrigeration, autopilot and radar. Two staterooms with heads, large main saloon, nonskid side decks with teak cockpit and cabin top. Extensive list of sails and cruising equipment. Long Beach, **$125,000.**

FLEMING 53 (1989): This is an exceptionally clean, freshly redecorated, lightly used vessel, with only 770 engine hours on twin Cat 3208 (375 hp) engines. Features watermaker, two Onan 7.5kw gensets, extensive navigation equipment, full stern deck and fly bridge canvas enclosures. Comfortable 3-stateroom interior features two heads with stall showers. Long Beach, **$635,000.**



NEW SWAN 57 RS: Nearly completed but unsold at Nautor, available for summer 1998 delivery. Three stateroom interior, raised saloon for dining and navigation, powerful 125 hp diesel for fast passages when the wind fails. The consummate cruising Swan, priced considerably below 1999 models. Take advantage of the exceptionally strong dollar, which cannot stay at these levels much longer!

SWAN 51 *HARLOT* (1985): Featuring new royal blue hull, almost unused '94 racing sails, low engine hours, furling jib, radar, new Robertson autopilot, and an exceptionally clean interior, including 4 staterooms and 3 heads. Kept under full cover, it shows excellent care. Marina del Rey, **$369,000.**

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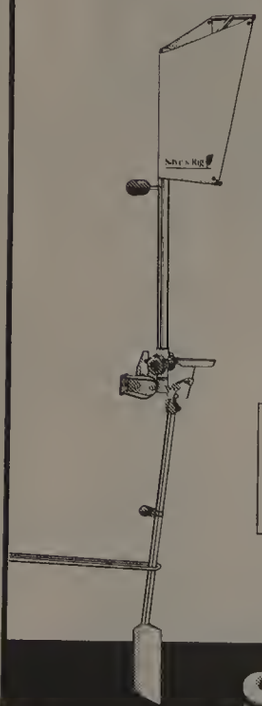

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LETTERS

I guess Peña is pushing the PFD thing because he feels as though the Coast Guard needs to succeed at something. After all, they've had a miserable string of failures: the drug interdiction efforts, the influx of illegal aliens by sea, the violation of 4th Amendment rights in the name of 'safety inspections', and their ineffective enforcement of MSD regs (ie. potty patrol).

So in response to the Coast Guard seeking 'public comment' on the mandatory use of lifejackets, here's mine: If the U.S. Coast Guard were to burst into flames before my very eyes, I would not waste the energy to lower the zipper on my fly to deploy my non-Coast Guard-approved PDD (personal dewatering device) to extinguish the fire.

I've withheld my name because I'm gutless and spineless, and I also simply don't have the energy to withstand a lifetime supply of IRS full-compliance audits and Coast Guard 'safety inspections' in retribution for voicing my Constitutionally-protected opinions.

Gutless and Spineless
Planet Earth

G & S — You're the one who has gone completely overboard! We're firmly against any law that would require mariners to wear a lifejacket at all times. If one passed, we'd surely ignore it on placid afternoons. Nonetheless, your 'natural selection' comment is not only grossly insensitive, but asinine, too. If you think the vast majority of the 476 died because they were clumsy, stupid or couldn't swim, you don't have any understanding of the typical maritime accident.

⇑⇓TIRESOME AND IMMATURE

My congratulations on your many years of publication. *Latitude* is a pure pleasure to read — with the exception of the Coast Guard bashing.

The anti-government tone of the magazine, which has reached splenetic levels, is tiresome and immature. The magazine — including your 'creative' constitutional law theory — is beginning to sound like some of the right-wing militia 'rags' from the Intermountain Area. Will you soon be advocating that readers pay their subscriptions with phony U.S. 'warrants' and place bogus title liens on vendors — your advertisers — whose services they dislike?

For God's sake, stop the whining and move on to something else.

A. S. Weatherton
Leeward Bound
Richmond

A.S. — We're big supporters of the Coast Guard — except for those occasions when they trample the Fourth Amendment as though it were a dead mackerel. But to demonstrate how reasonable we are, we're willing to support the Coastie 'safety inspections' — as soon as you're willing to permit armed building inspectors to search your home any time of day or night.

We're not anti-government by a million miles — but do believe it's better to err on the side of too little government rather than too much government — especially when the government is as bloated, whorish, and inefficient as ours. (Having said that, we nonetheless admit that the United States has one of the best two or three governments in the world. Unfortunately, that's not saying very much.)

The philosophical reasoning behind our 'less government is better' beliefs is simple: We're confident that we know better how to live our lives than does some numbskull bureaucrat in Sacramento or Washington, D.C. Call us Libertarian if you will, because as long as we're not hurting somebody else, we think the government should pretty much stay out of our lives. Like many

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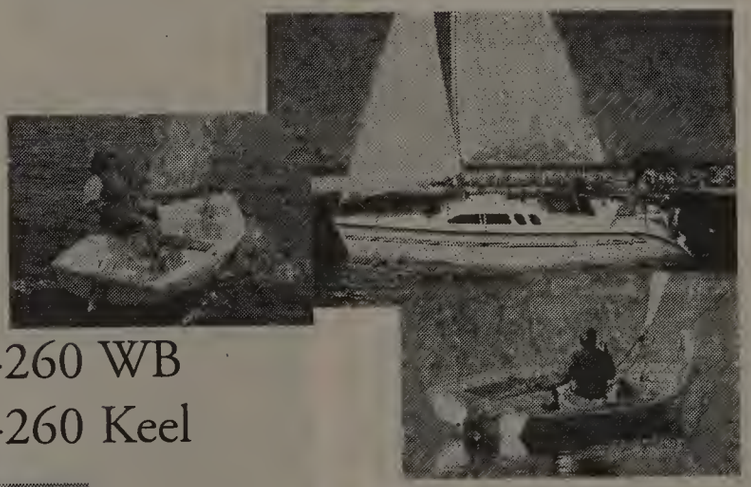

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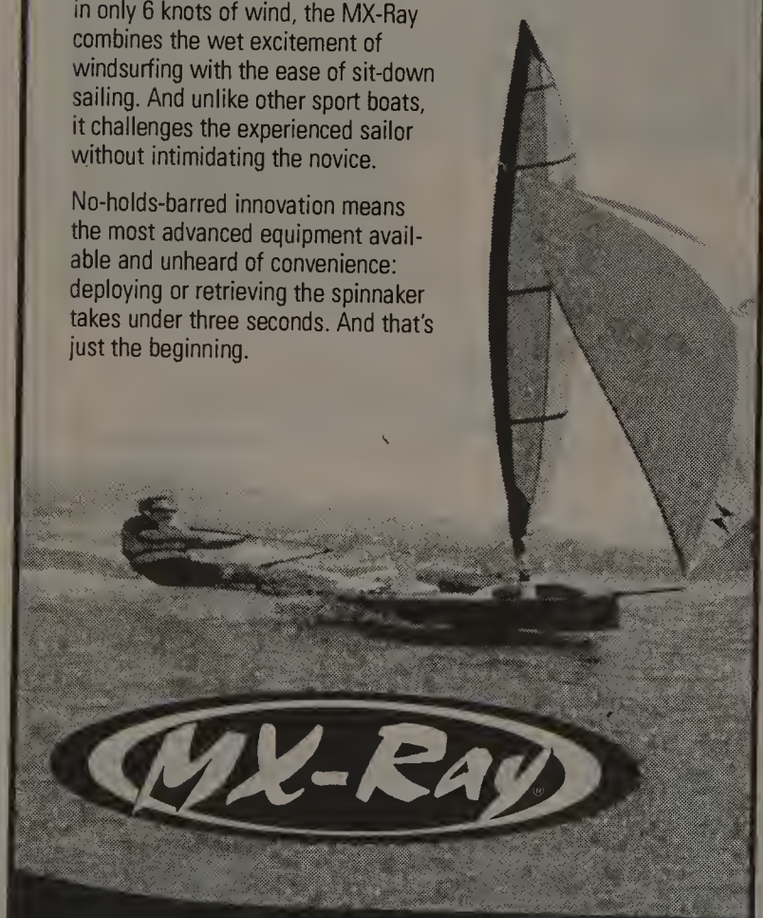

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LETTERS

other sailors who believe in maximum personal freedom, we also believe in maximum personal responsibility — a point that should never be underemphasized.

It will probably amuse you to learn that we were communist/socialists back in the late '60s and early '70s when we had a jovial time rioting through U.C. Berkeley. Having learned what kind of cheese-ball fascism the forfeiting of personal responsibility leads to, we've mended our ways.

⇑⇓LEE HELM MUST OWE A MILLION IN STUDENT LOANS

I've been reading *Latitude* since 1983, and it seems to me that Lee Helm has been a grad student the entire time. What gives? Is she a professional student or what? Seems to me that she must owe about a million dollars or so in student loans. Why doesn't she get a job?

Also, every time Max turns around, Lee is there somewhere. Is she stalking him, or does she have a 'presidential' relationship with Max that we haven't heard about?

Sal Nichols
Oakley, CA

Sal — The author reponds:

"Will Dennis the Menace ever get out of the second grade? Will Charlie Brown ever connect with the football? Will the Lockhorns ever get a divorce? Will Dilbert ever get a promotion?

"And if the crew of the Enterprise *can save the galaxy in every episode, and Jack Aubrey can win a stunning naval victory in every book, then it's not at all improbable for Max to run into Lee once a month.*

"As far as the 'presidential relationship' goes, Max claims 'executive privilege' when questioned on this point."

⇑⇓GARY MULL DESIGNS

As the owner of a Gary Mull designed Newport 30 (Mk II, '78), I'm interested in finding out more about Mull's designs and technical data. I've had some e-mail interaction with Hugh Johnson, who maintains a home page for the Mull-designed Ranger 26, but neither of us know where to go looking for additional information. I'd also be interested in maintaining a home page for an owner's association.

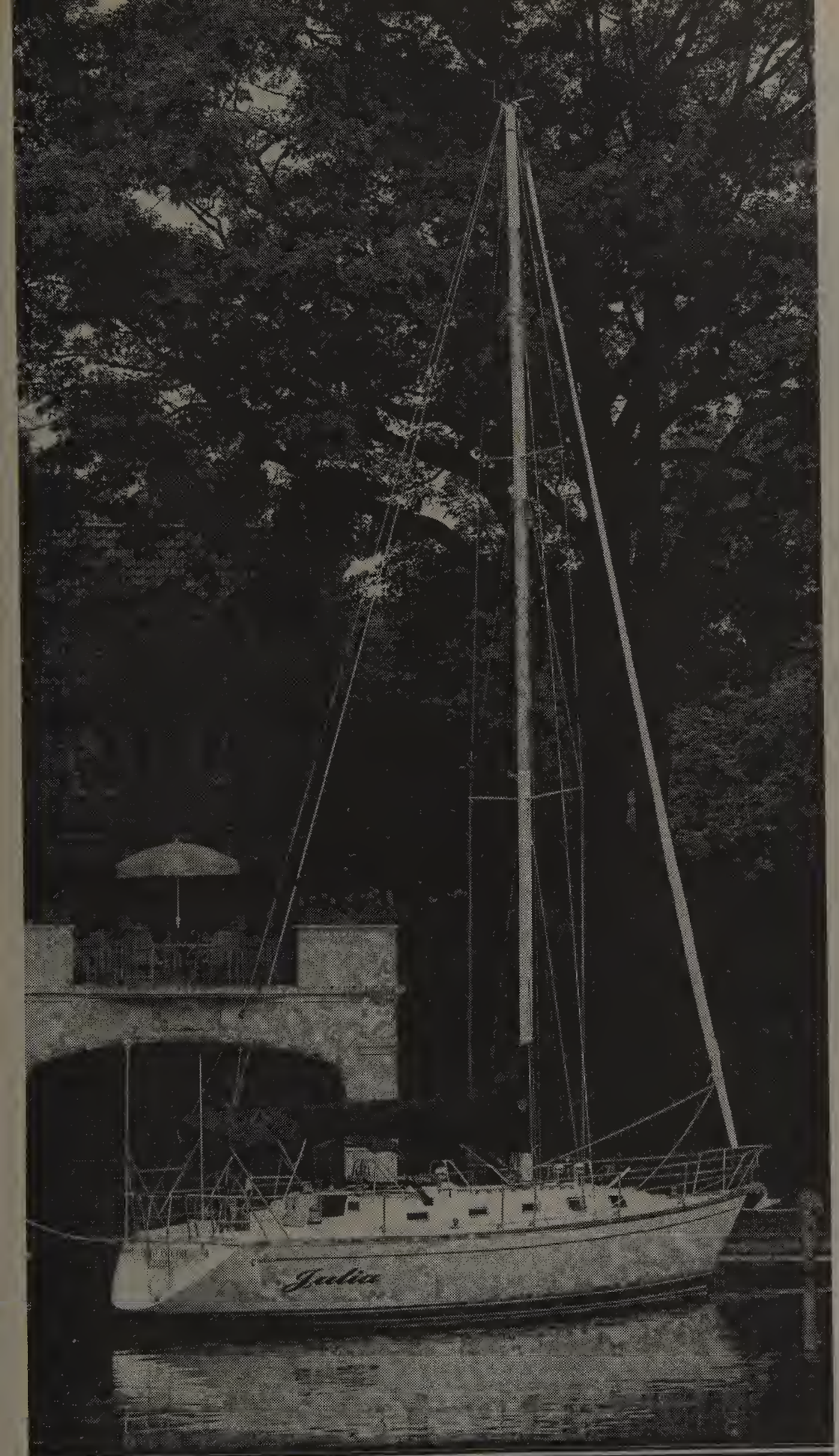
Liz and I have enjoyed *Latitude* for many years. During seven of those years we lived aboard the Coronado 41 *Bullwinkle* in either San Diego or San Francisco. We moved up to Vancouver, Washington, where *Bullwinkle* found a new home. The mountains and trees are so beautiful in that part of the country, but we eventually came to realize that the rain and gray were just too high a price to pay. So we returned home to San Diego and Silver Gate YC, where we have been members for 17 years. After being boatless for a couple of years, we had to have another one and picked up the Newport 30.

Glenn and Liz Haddick
Petite Moose, Newport 30 Mk. II
San Diego

Glenn & Liz — The late Gary Mull drew many fine boats, the most well-known probably being the Santana 22, the Newport 30, almost all of the Ranger line, much of the Freedom line, and Jake Wood's 82-ft Sorcery. *We're not aware of any compilation of Mull's work, but perhaps one of our readers could help.*

⇑⇓HONOR THE KING AND QUEEN OF THE SEA OF CORTEZ

The 15th annual La Paz Race Week — previously known as Sea of Cortez Sailing Week — will be held April 24 through May 4 starting in La Paz, but mostly at Isla Partida. The only thing serious about this week is that all the proceeds will go to needy children's programs in La Paz.



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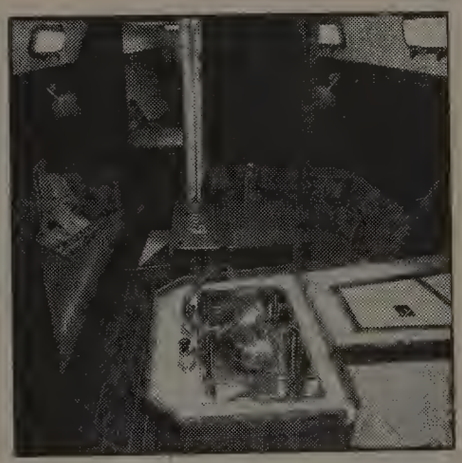

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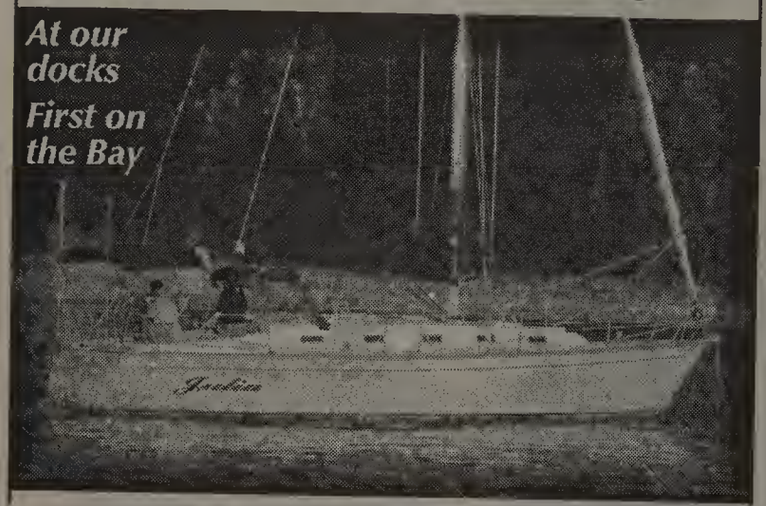

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These are the Racing Rules:

1) If you don't have a good time, it's your own fault. 2) Don't damage or endanger any people or property. 3) This is a no whining zone. 4) Compete as much or as little as you want, as there is lots going on. 5) Honor the King and Queen and whatever additional rules they decide to enforce — whether you know about them or not. Ignorance is only an excuse for being stupid.

There will be seven classes of racing:

1) OSDS (Our Shit Don't Stink). This is the all-out racing class for macho dudes and dudettes. We're going to really race — unless the wind dies completely forever — because that's the kind of folks we are. We use spinnakers, exotic sail materials and all that.

2) WRFF (We Race For Fun). We're out for a good time, so don't count on us to drift around if there isn't any wind. We'll be there for the start, but we won't miss the party just to race. We'll fly whatever sail we feel like and we won't start the motor until we are sure we need it.

3) AFTR (Along For The Ride). We're along for the ride, to keep pace with the fleet, to encourage and entertain them, and to record the legends of their great feats. We'll stay out of their way, but if we don't, it's okay for people to yell at us.

4) ICCL (I Could Care Less). Apathy now! Don't look for us at no stinking starting line and don't expect us to follow no silly race rules. But we'll still be there at the finish, we wouldn't want to miss that.

5) NOPE. We're bored and we couldn't care less about fun or nuthin'.

6) HWYG (Heck With You Guys). We're going to blast up to Caleta Partida early to get the best spot to anchor, do our own thing, and shoo off all jerks that want to anchor in our face. However, we're still in the running for prizes because we're going to do something memorable.

7) RYOC (Roll You Own Class). Tell us what you want.

Other Sailing Week activities include: Lots of kids activities, beach art, volleyball, horseshoes, dinghy races, wild wooden horse races, movies, music, King and Queen elections, beer belly contest, dessert contest, potluck pasta dinner — and several other things we'll think up between now and then.

The actual race dates are April 26, 28, 30 and May 2. Opening ceremonies in La Paz are April 24. Closing ceremonies are May 4. Sailing Week T-shirts have been on sale since the first week of March.

To get an application form, more information, or to find out the price of cold *cervezas* and fresh shrimp, fax the Club Cruceros de La Paz at 011-52-112-5-59-00.

Arlaine Scherazade Cervantes
La Paz

⇑⇓ALL FOR ONE, ONE FOR ALL

The cruising lifestyle is best described as the 'other side'. Recently, while in Puerto Escondido, we witnessed how truly supportive and heroic many cruisers can be.

On February 3, Puerto Escondido was unexpectedly hit with southwest winds up to 65 knots. Dinghies were flipped, outboards were dunked, nine boats were blown onto the beach, many boats dragged from one side of the bay to the other, and the marina roof blew away. The VHF radio channels were busy with distress calls and people checking on others. The night was made even more stressful by the fact that about half of the 50 anchored boats were unoccupied.

Despite the terrible conditions, people risked all to help others. Between the cruising fleet, the folks at the Tripui RV park, and the campers on the beach, it was one big family of support. By first light the next day, it was calm and the surface of the

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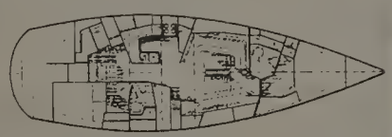

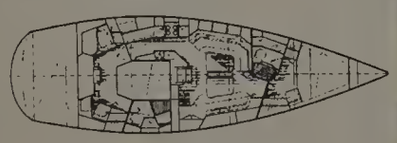

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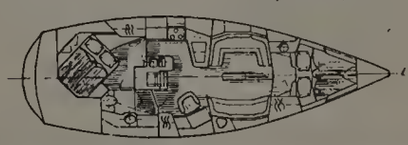

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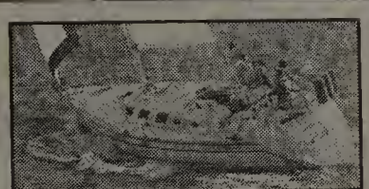

45' HUNTER, '88
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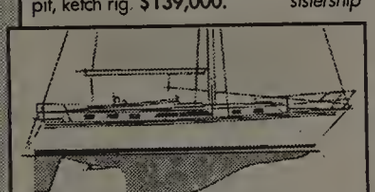
44' MASON, '86
Genset, ketch rig, nonskid decks, SSB, weatherfax, elec. windlass, xlnt cond., has cruised & ready for more. $220,000.

38' C&C, '79
Very fast, SS arch, wind gen, AP, inverter, gel cell batteries, elec. windlass, call for details.



38' ENDEAVOUR, '85
Center cockpit, AP, rador, EPIRB, genset, new sails, very good condition. $78,000.

37' PSC CREALOCK, '91
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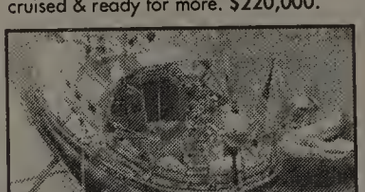

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30'	KAUFMAN		Naw 25,000
29'	GULF, '89, raised house		29,500
27'	ERICSON,	new dsl & mast	Offer/11,950
27'	CHEOY LEE OFFSHORE, '69		CALL

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48'	GRAND BANKS MY,	xlnt cond	159,000
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44'	MARINE TRADER, '78		87,000
44'	MARINE TRADER/LABELLE		149,000
42'	KROGEN Widebady, new		By Appt.
41'	INTEGRE MY, '88,	twn Valvos	175,000
41'	PT TRICABIN, '83,	twin Perkins	134,000
40'	MARINE TRADER Sedan, '79		89,000
40'	LEGACY		CALL
37'	PUGET TRAWLER, '80,	vry cln	74,500
36'	GRAND BANKS, '68		69,000
34'	LEGACY		CALL
32'	GRAND BANKS		39,500
31'	FU HWA, '83		70,000
30'	SUNDOWNER TUG, '83		79,000
30'	WILLARD, '72		53,000

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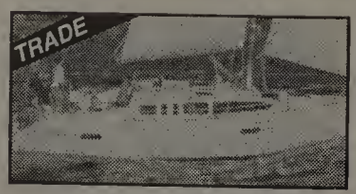

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Loaded. Low engine hours. Last one left. Don't miss. Call.

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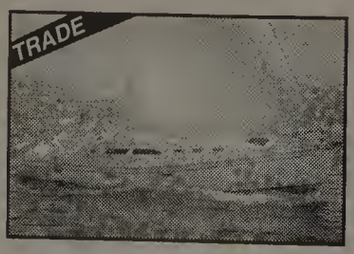

1995/96 CATALINA 400
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1982 FORMOSA 46
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LETTERS

bay glassy. Six boats still lay on the beach like wounded soldiers on a battlefield. The Catalina 30 *Cherish*, on the rocks, was the most badly damaged. *Brandywine* and *Stargazer* lay on their sides close together not far away; somehow they had never collided. *Baja Lana* and *Sunshine* lay limp at the northeast section of the bay, while *Gypsy* had found her way into the mangroves out in the 'waiting room'.

LEONARD KIMBALL

The ketch 'Brandewine' is perched on a plywood skid, while the sloop 'Stargazer' is padded by styrofoam prior to refloating by neighborly cruisers.

Immediately heroes began to appear, creating a master plan to save the beached boats, recover lost gear, and bringing the bay back to normal. Others found lost items and returned them to their rightful owners, and divers went down to locate sunken outboards and check anchor lines.

There were so many heroes that we won't attempt to name them all, but everybody knows that Lynn of *Endless Summer* played a major role in the operation. But the ingenuity, skill, hard work, and determination of the entire fleet was amazing. Within two weeks all of the boats had been pulled off the rocks and were sitting upright, their masts at full attention.

Puerto Escondido has had a month to reflect on a series of troubling incidents: a hard fall in a companionway that resulted in serious injuries; three folks in a dinghy who were swept away and missing for 24 hours before they were found 10 miles to the south; a heart attack scare the night before the storm; the ransacking of vehicles and campers after the storm; and a 'man overboard' cry at night between the islands. But each and every time, heroes surfaced and everything turned out as well as could be expected.

Cruising means a lot of do-it-yourself work, but with it comes unbeatable pride and satisfaction. The all-for-one and one-for-all spirit among cruisers is like nothing you'll find — except on the 'other side'.

Bonnie Harrington and Jack David
Red Sky
Seattle

⇑⇓WE WERE ALL VERY LUCKY

We know that Dave Smith of *Moremesa* wrote you a report about the storm that hit Puerto Escondido, Baja, on February 3. Hopefully, this letter will reach you before you publish Smith's letter — which contains serious inaccuracies — and our *Mystical* becomes the most feared sailboat in the anchorages of Mexico. I'd like to clarify these points:

1) The only reason we pulled *Mystical*'s hook was because we were 300 feet off a lee shore and our GPS indicated we were getting closer. As such, we weren't 'white knights' who decided to try to rescue the Catalina 30 in distress, but rather folks headed for another anchorage that tried to help a boat in distress. In any case, we were unable to help because five minutes after leaving the unsafe anchorage the wind had increased to

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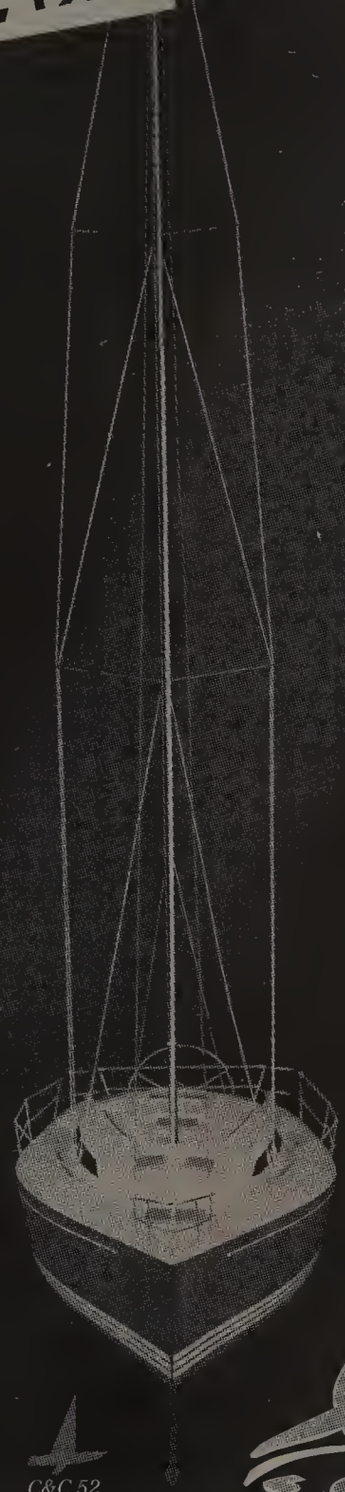

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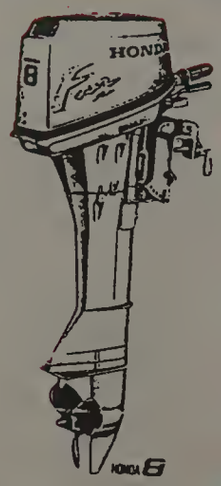

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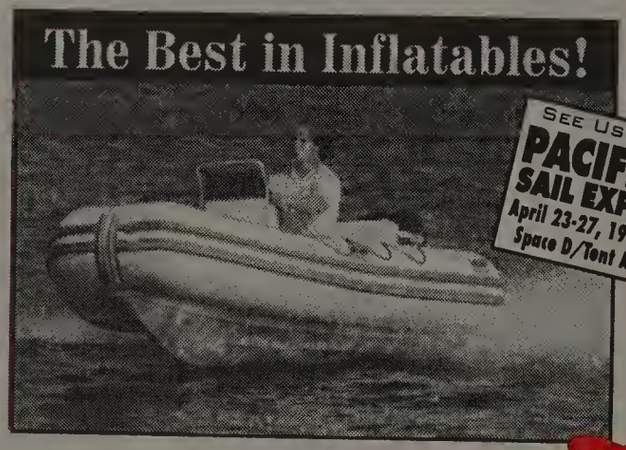

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LETTERS

over 50 knots.

2) We'd lifted the anchor before it got dark, and at that time it was only blowing 35 to 40 knots. We have motored in 40-knot winds before; it wasn't comfortable, but we did it.

3) Our boat was not out of control. In fact, when our anchor wouldn't set and it became apparent that we were going to collide with another boat, the application of full throttle and turning hard to starboard resulted in a very gentle collision. We bumped beam to beam and there was no measurable damage to either boat. When we separated, the other boat was still on a tight nylon anchor rode. Within five minutes, she was loose and headed for shore.

4) We only touched the one boat, and her owner is making no claim against *Mystical* for negligence.

5) I question the report about a fire on *Cherish*, and it was the extremely high winds and approximately seven-foot waves that caused *Brandywine*'s chain to stretch and break. There is no evidence that she was hit.

6) It appears that 50% of the boats in Puerto Escondido dragged anchor during that blow. The consensus of opinion is that we were all very lucky not to have lost boats or lives.

It's easy for cruisers who do not get involved to sit back and criticize those who do. For those of us who believe in action rather than talk, I would appreciate your taking this letter into consideration and saving the precious space in your magazine for something more worthwhile than an inaccurate version of a terrible storm which caused 10 boats to end up on shore. All were refloated without serious damage, as the community really pulled together to help each other out. Nobody cried, "Poor me!"

Janet E. Davis
Mystical
Puerto Escondido, Baja

Janet — As you probably now know, we published Smith's letter before we got yours. The irony is that you came across better in Smith's letter than you did in your own. Smith didn't have anything bad to say about you or your boat, yet your letter is so defensive it seems as though you feel guilty about something.

For the record, just because two boats collide doesn't necessarily mean there was negligence on anyone's part. If there were extreme weather conditions and everyone did what was reasonable, such collisions are considered 'acts of God'.

⇑⇓SEX SHOULDN'T BE THE FIRST CRITERION FOR CREW

I've gone to sea since 1953 and have over 570,000 ocean miles. After being on cruising sailboats, research vessels, fishing boats, ocean tugs, harbor tugs, oil field tugs, freight vessels, and oil support boats, and after living and working with 67 different ethnic groups — all of whom had their own languages — I have come to the conclusion that finding good crew is the toughest problem for any serious seagoing venture.

And contrary to what seems to be the typical view of many cruisers, the most important criterion for crew is not that he or she be of the opposite sex. Besides, if there were to eventually be sex between the two, it would only be worthwhile if it were the result of mutual respect having developed. In my humble opinion, most Americans put the cart before the horse.

Don Cameron
Port Townsend, WA

Don — You're probably right, but given these hectic times lots of people don't have time to think about horses — which is why so many are resigned to hopping aboard the first good-looking cart that comes along.

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LETTERS

⇑⇓WATCHING THAT SAILBOAT DIE

I read your magazine from cover to cover each month — mainly to see what problems the modern yachtsman can come up with.

Being an ex-yachtie and ex-commercial fisherman, I was concerned when I looked out my window on February 15 to see a sailboat trying to sail over the South Bar outside the Golden Gate. I had the misfortune of watching that sailboat die. She wanted to live — and probably could have, had her jib been sheeted in tight. As it was, the boat was helplessly thrown from one tack to the other by the force of the waves — which I estimate to have been 20 feet.

Mother Nature brought on the end at 11:49 a.m., when a large wave from starboard laid the boat over and engulfed her. She never came back up. I was relieved to see the Coast Guard chopper and a 44-ft surf boat arrive on the scene. My next thought was, 'Why would anyone take his/her boat over the bar on a lousy day like this?' The skipper didn't heed the weather warnings for the day, which were for "hazardous surf and sea." Nor did he use his eyes or any other sense.

I'm very glad to hear that all hands escaped serious injury. I am also glad the boat wasn't insured by the same company I used.

Name Lost In Cyberspace
San Francisco

⇑⇓AVOID SEAL ROCKS

I've just finished reading the March issue account of the loss of *Dos Lobos*. It reminded me of an experience my family had with our 40-ft staysail ketch *Marre Cuerno* on the way back from an overnight trip to Half Moon Bay.

Since the wind was light and the swells only about three feet at the Lightbucket, we motored north along the coast. As we drew abreast of Seal Rocks and the Cliff House Restaurant, the sea became very confused, with waves coming from what seemed like all directions. Our ketch started drifting sideways toward shore at an alarming rate even though we were at least a mile offshore and in deep water. Nonetheless, I had to 'crab' at least 45° to the west of our intended path to maintain course — even though we were moving at five knots. It scared my wife and son enough for them to go below and put on lifejackets. Eventually, we passed safely through the area of confusion and resumed our original heading.

I have a theory about what happened. The rocky coast was reflecting the waves back to sea as an undertow, which was causing the incoming waves to act as if they were passing over a shoal area. I know I was in the deep-water passage between the shore and the actual shoal area further out, yet we experienced shoal water conditions. My theory comes from something I leaned as a kid swimming in Lake Michigan: If you get caught in an undertow when close to shore, swim on the surface all the way to shore to escape it.

I think *Dos Lobos* was caught in the same thing we had been — only in much more severe seas. I remember the same thing happened several years ago to a couple of sailboats motoring north at night past Seal Rocks; their deck houses were ripped off and both boats were sunk with some loss of life.

Ever since my experience off Seal Rocks in *Marre Cuerno*, I've always gone out the channel to at least Buoy #2 before turning. When I return, I do the same thing. It may take longer, but at least I make it. I strongly recommend avoiding the inshore channel off Seal Rocks — no matter the conditions. I think it's a sneaky danger that could cost you your boat and your life.

Joe Lewis
Oakland

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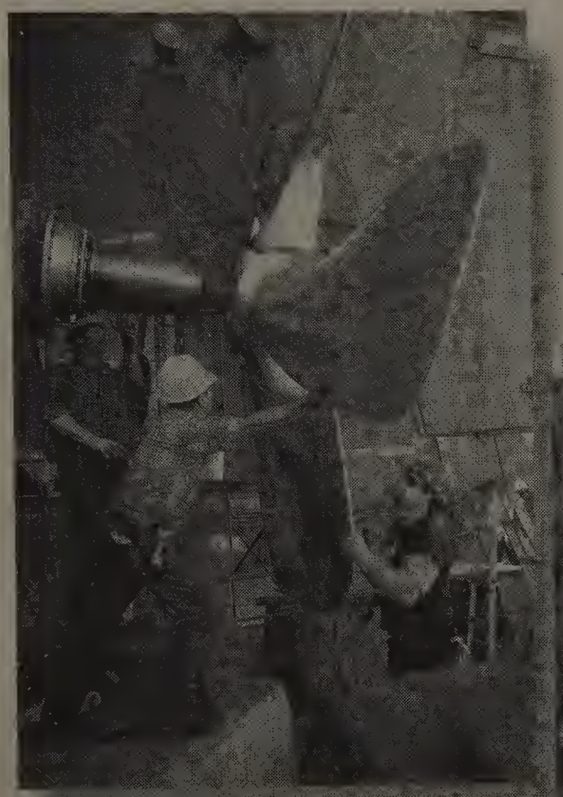

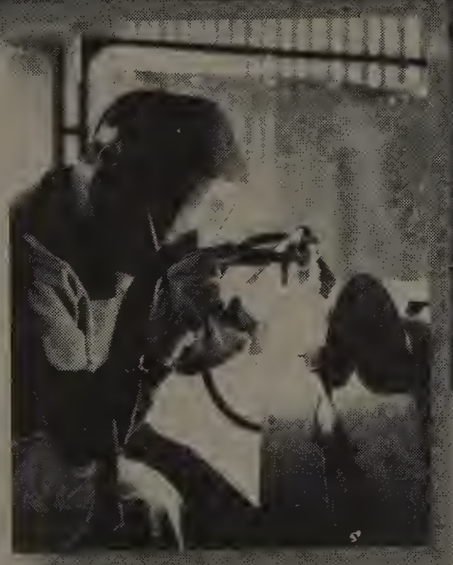

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LETTERS

⇑⇓SURPRISED AT *LATITUDE*'S LACK OF COMMENT

I'm writing in response to your March account of the loss of the *Dos Lobos* off the Cliff House headland area on February 15. It was fortunate that no lives were lost, but this was due to the chance observations and persistence of two guardian angels on shore. What could have been a real tragedy ended with the opportunity for the crew to start over again on another day — although it will have to be on another boat.

I was surprised, however, at the lack of editorial comment by *Latitude* on the foolishness of taking a shortcut across the south bar when winter storms are prevalent. Just because it isn't storming locally doesn't mean that approaching winter storms aren't generating huge swells that will break on the south and north bars. During these times, the prudent course — if someone has to venture out the Gate — is to stay inside the shipping channel until at least the Lightbucket before turning north or south.

Had the crew of *Dos Lobos* done this, it's likely they would have made their destination safely or would have realized that conditions were too rough to proceed. If they decided to turn back while still in the shipping channel, they probably would have made it back into the Bay without incident.

In the time that I've lived in the Bay Area, I've recalled many boats foundering as a result of trying to take shortcuts across the south bar during the winter. The north bar, or 'Potato Patch' has a similar but not quite as nasty reputation during the summer and fall when the winds are from the northwest.

The second surprising element was that Bay Area sailors with 20+ years of experience would attempt such a thing. Even if their experience has been mostly inside the Gate, surely they must have heard accounts of other boats getting into trouble on the south bar during the storm season. Chances are that the next boat that attempts to cross the south bar with a winter storm approaching won't be so lucky.

Len Tiemann
Northern California

Len — In case the fate of Dos Lobos *didn't speak for itself, we'll again remind all mariners that while sailing outside the Gate can be dangerous at anytime, it's particularly hazardous between the months of October and April. We'll further remind mariners that the waters directly outside the Gate are deceptively shallow, especially on the bars to the north and south of the shipping channel. Combine the swells of distant storms with the shallow water, and you have a recipe for destruction and possibly death.*

Further complicating the situation are the extreme winter tides. If you're on the bar during a strong flood, the ocean surface might be nearly flat. But three hours later, when the tide has changed, you may find yourself battling for your life in huge breaking waves. If you don't believe it, spend an afternoon on the Marin Headlands looking out to sea when there's a big swell running.

Is the south bar more dangerous than the Potato Patch on the north side of the shipping channel? We think they're equally bad and suspect the reason more boats and lives have been lost on the south is because it's more heavily trafficked.

⇑⇓THE CLASSY CLASSIFIEDS REALLY GET AROUND

As I enclose a check to renew my subscription, I'd like to tell you about the somewhat unusual response I got to the *Classy Classified* ad I took out to sell my Lido 14. I received two calls from Anacortes, Washington, one from Port Ludlow, Washington, one from Modesto, California, and I ultimately sold the boat to a guy from Oak Harbor, Washington. Your *Classy Classifieds* really do get around!

A while back somebody wrote that they couldn't find a pump-

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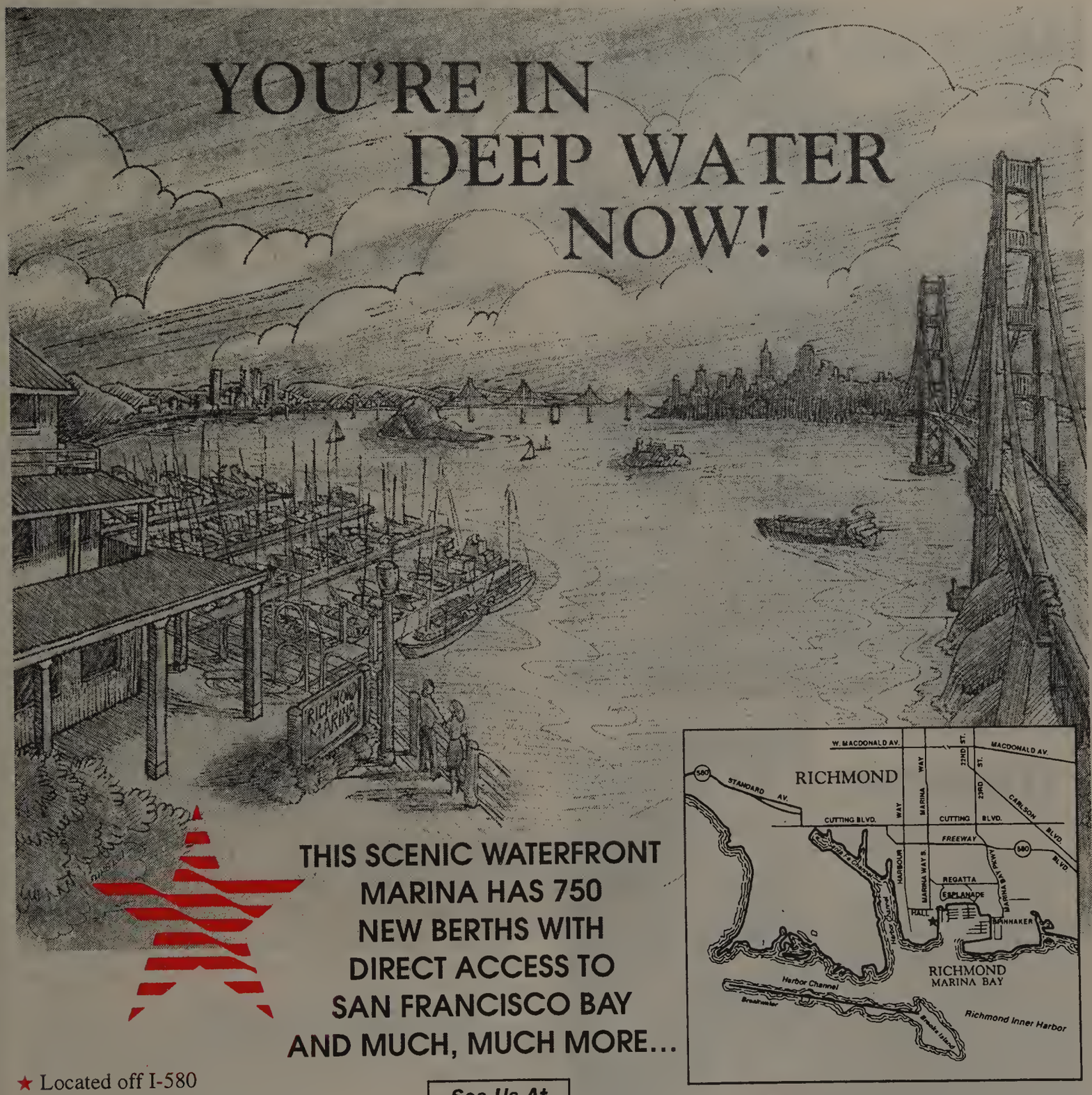

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LETTERS

out station in Washington's San Juan Islands. Last time we were in Friday Harbor was '91, at which time they had a pump-out station plus a portable one that you could wheel down to your boat.

Rome J. Shaul
Planet Earth

⇑⇓NO CHOICE BUT TO WITHDRAW

Recently I wrote the St. Francis YC withdrawing my boat *Just In Time* from last year's Big Boat Series. I also returned the trophy that had been awarded my boat and crew. I withdrew because it had come to my attention that my boat hadn't been in compliance with her PHRF certificate.

When I filled out the Northern California PHRF application, I accurately stated that my boat had a fixed propeller. Without my knowledge, however, the fixed prop was replaced with a feathering prop prior to the start of the Big Boat Series.

In the Corinthian spirit, I had no choice but to withdraw from the regatta and return the trophy. I have extended my apologies to the St. Francis YC for any embarrassment this action may have caused them. I also want to apologize to my fellow competitors.

Subsequently, we've done one San Francisco YC Midwinter and most of the Golden Gate YC Midwinters. I've withdrawn my boat from both of these regattas as well, and extended my apologies to the race committees and competitors.

I've informed the Northern California PHRF Committee of all of the above facts and have submitted application for a corrected certificate.

Norman Olson
Just In Time, Beneteau 42s7
Northern California

⇑⇓SEEKING CONSUMER ACTIVISTS FOR BOATS

I'm seeking the names and contact numbers of agencies for boatowners who have been unable to receive proper warranty repairs on boats less than five years old. Can anyone help me out?

Dennis Evans
(310) 328-4001

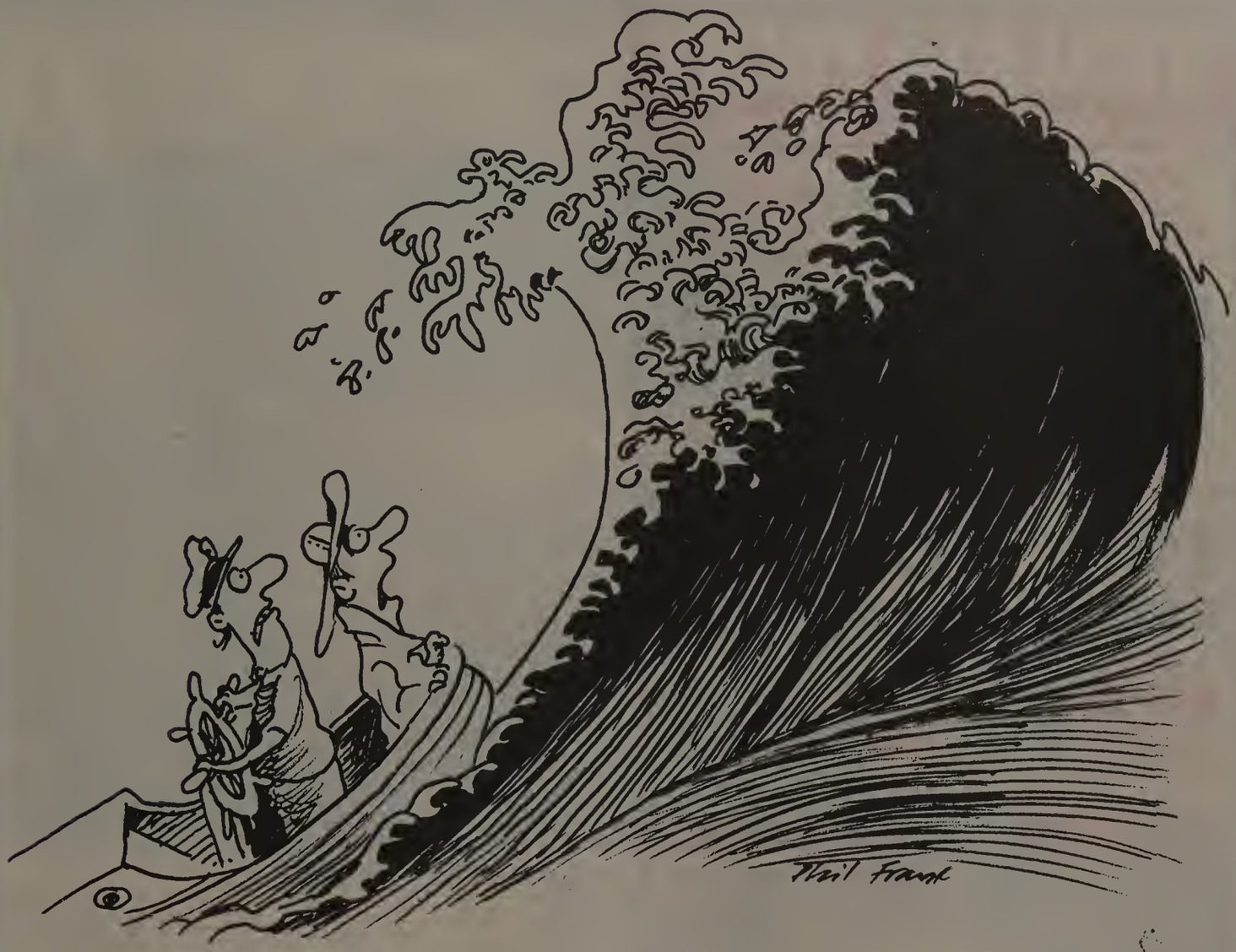
Dennis — To the best of our knowledge, there are no such agencies. So if you have a dispute that can't be resolved, your only recourse would be to hire an attorney. Before proceeding, however, make sure that: 1) The dispute is big enough to be worth a long and expensive hassle, 2) The defendant has enough exposed assets to make it worth the trouble, and 3) You can accept the fact that usually the only ones who win are the lawyers. Good luck!

⇑⇓A TRUCK THAT'S HARD TO STEER

There's nothing new about cars and trucks parked at Puerto Escondido, Baja, being ripped off. But the 17 vehicles — including a motorcycle on a trailer — stolen in 1997 means the thieves — and perhaps their associates — were particularly active.

The busiest months were July and August, when no less than five vehicles were stolen from the lot. Trucks and four-wheelers got the most attention. It's not just cruisers — many of whom bring cars down to Mexico — who have been victims. One of the five taken in July and August was a four-wheeler loaded with dive gear that belonged to the dive concessionaire at the Presidente Hotel in Loreto. It had only been in the lot for two hours before it was taken.

Furthermore, there has been lots of funny business associated with the thefts. After the first few thefts, a 'watch commit-



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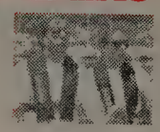

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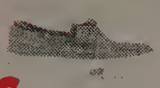

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LETTERS

tee' was established. But somehow the thieves always knew when the 'watcher' wasn't around. Or when the night light was going to be burned out.

One of the vehicles ripped off in August of '97 belonged to Cal of *Desperado*, a retired L.A. police officer. The truck just happened to have its power steering not working. Anyway, Cal knows how to make a lot of noise, and eventually went off to talk with his 'buddies', the Federales on Highway 1. After several weeks of hashing the matter over, one of the Federales said, "Oh, your truck must be the one that's hard to steer. It's in Constitution. For $350 U.S. dollars, I'll go have a look."

Cal provisioned his boat and took off.

After a bunch of thefts, Keith, the marina manager, hired a guard, Marcello, to look after the parking lot. Although Marcello was always on duty at night, he somehow never managed to see any of the vehicles that were stolen from under his nose. A Costa Rican woman aboard *Sojourn* reports that Marcello told her he was 'glad about the thefts because he might get paid to watch vehicles in the future'. At least the ones that hadn't already been stolen.

Ultimately, about 10 of the remaining vehicles were moved to a lighted area next to Marcello's shack, where they would supposedly be watched and protected for 50N$/week. What a joke! Several of the 'protected' vehicles were bugularized in January of '98. All the rip-offs took place during the day, but once again Marcello claims to have not seen anything.

You have to feel for Marcello, for if he ever identified any of the thieves he'd be dog meat. Or road kill. As for Keith, he's no longer the marina manager. After selling the 10 moorings he rented out, he retired.

Consider yourselves warned.

J. Linstrom
Free Spirit
Puerto Escondido

⇑⇓WE FLED THE ANCHORAGE AS FAST AS WE COULD

Late on February 23, three cruising boats became so frightened by events at mainland Mexico's Maruata anchorage — often times referred to as 'Buffadero' because of the spectacular blow-hole nearby — that we fled as fast as we could. Maruata is located about halfway between Manzanillo and Z-town.

It started shortly after the crews of the three boats — *Dilly Dally II*, *Sea Turtle* and *Route du Vent* — were enjoying late afternoon deck showers and sundowners after swims. Nobody had launched dinghies because the swells were so large and the surf was booming on the beach. A *panga* approaching from the sea with four men aboard, then pulled alongside *Sea Turtle*.

There is nothing unusual about a *panga* pulling alongside a boat. I assumed they were fishermen and wondered out loud to Bev what they were offering for sale: lobster, shrimp or fish? And I wondered how much they were asking for it. After a few minutes the *panga* left *Sea Turtle* and made for *Dilly Dally II* — for some reason passing right by us. Even though I wasn't in the mood to clean and prepare whatever the fisherman had for sale, I wondered why they snubbed us.

We continued enjoying our sundowners after the sun set. When Bev went down below to prepare dinner, she heard a bit of VHF conversation between Bob and Jerry: "I don't want to talk about it now, but Linda and I are no longer comfortable here. As soon as we finish dinner and get the boat squared away, we're leaving."

Before I could grab the mike and find out more, Jerry was on the air. "Jane and I feel that way, too. We're prepared to follow you out as soon as you are ready."

When I got on the radio, our friends explained that the guys in the panga weren't trying to sell seafood, but a GPS and charts.

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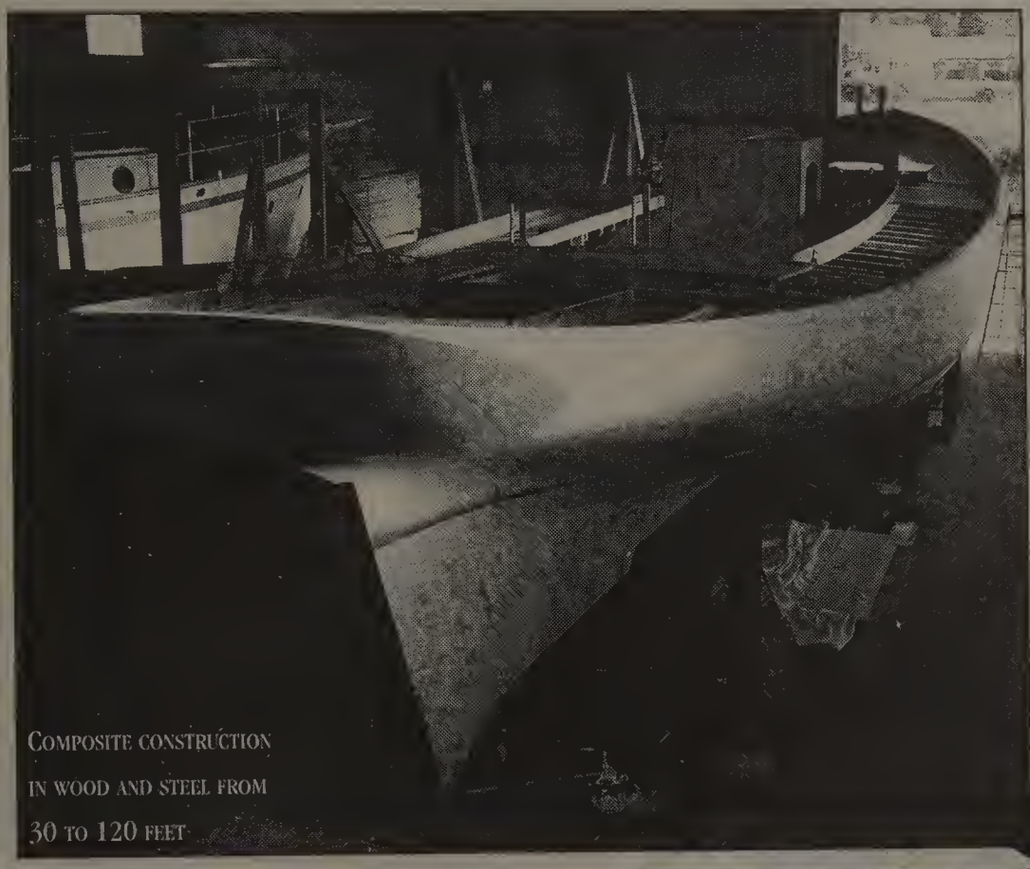

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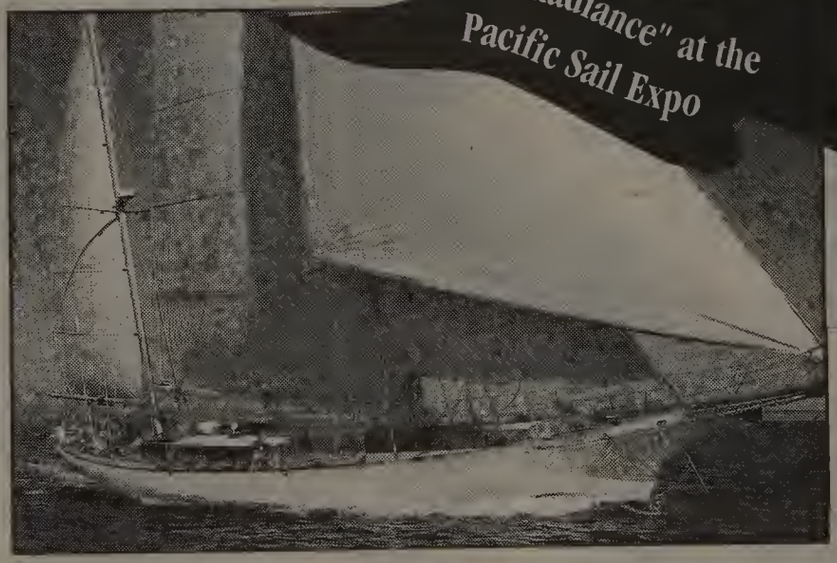

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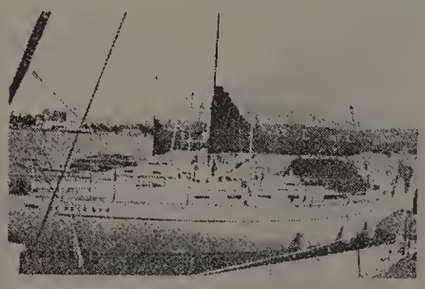

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LETTERS

After being told, *"gracias, no,"* the guys in the *panga* continued on ashore. Just minutes later an American voice came on the VHF with a warning — in English. The speaker said that one of us had better buy the GPS or "we'd be sorry."

Bob called the *gringo* back to ask what he meant by the threat. The conversation didn't go well, as the *gringo* accused Bob of being "anal retentive," and it continued downhill from there. While all of us suspect the *gringo* was just some wise ass playing with the radio who didn't have any connection with the *panga* guys with the GPS, we decided it didn't make any sense to stick around and find out if we might be wrong.

So our fleet of three boats lifted our hooks and motorsailed to the southeast in light winds. It was a beautiful night and the cabin temperature was 84°. You should have been there.

Seth and Bev Bailey
Route du Vent
Alameda

⇑⇓A PISTOL PLACED TO HIS HEAD

I hope you don't mind if I don't use my name, as I don't think it's a good thing to identify oneself when criticizing the Mexican police or military!

On the March 11 morning net, a man described how the week before he and his wife were held up at gunpoint aboard their sailboat while at anchor at Caleta de Campos, which is south of Manzanillo. The two bandits boarded about 0200. One was armed with an automatic pistol and the other with an "AK-47-type" rifle. The owner had heard the two board and tried to get them to depart — until he had a pistol placed against his head. The bandits demanded money, and remained aboard for about 90 minutes. They didn't quite believe that the owner didn't have much money aboard.

When departing, the armed thieves grabbed a pair of binoculars and the women's purse and a small number of other things. They made their getaway in a very quiet outboard. Their appearance was described as 'clean cut' and 'military-looking'.

Last year some of the people in the marina at Puerto Vallarta chartered a 12-passenger bus for sightseeing. About 12 miles north of the city, on a side road, the bus was stopped by a log across the road. Four bandits boarded the bus and fired two shots thrugh the roof. Then they robbed everybody. When Alison, the Puerto Vallarta consular agent heard about it, the "**it hit the fan." In the next two days, three bandits were arrested — and it was learned they were former policemen. The fourth bandit was arrested two days later; he was still a policeman!

The year before, a similar busload of tourists had been robbed. When they went to the nearest police station, the chief "couldn't have cared less." But at the time, Alison was not involved.

In the case mentioned above, the owners of the boat went to Manzanillo and reported the incident to the Port Captain. He did not encourage them to report the armed robbery to the police or the military/navy.

Name Withheld
Puerto Vallarta

⇑⇓THERE IS BOUNTY FOR ALL

The dry storage area here at Marina Palmira has been a candy cane since its inception — and the less fortunate Mexicans seem as though they may have been taking an occasional lick.

Yard workers who are trying to feed families or a 'guapa girlfriend' can't do it on 25, 40 or even 100N$ a day — which is $3, $5, and $12 U.S. respectively. So why not, they might think, help yourself survive by helping yourself. Or perhaps by suddenly turning blind if your amigos do it. If you're quiet, there's bounty for all. Besides, it's not manly to complain.

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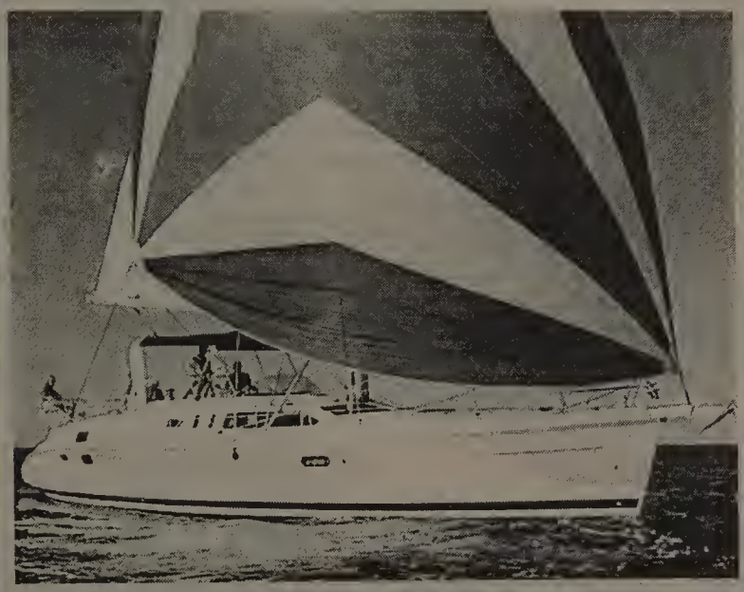

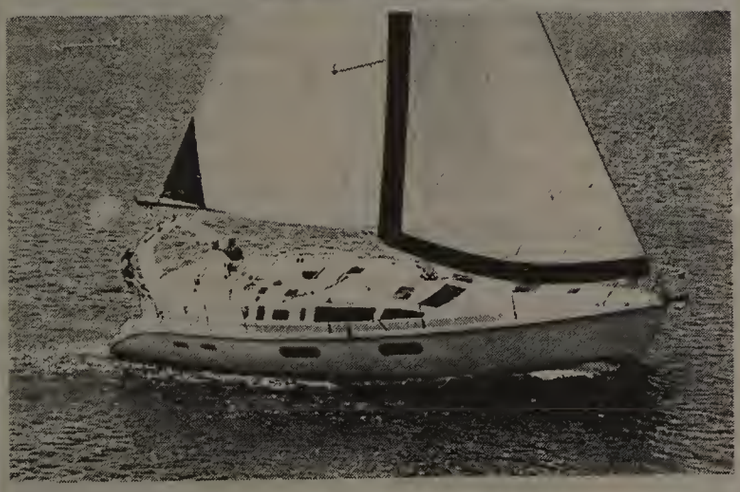

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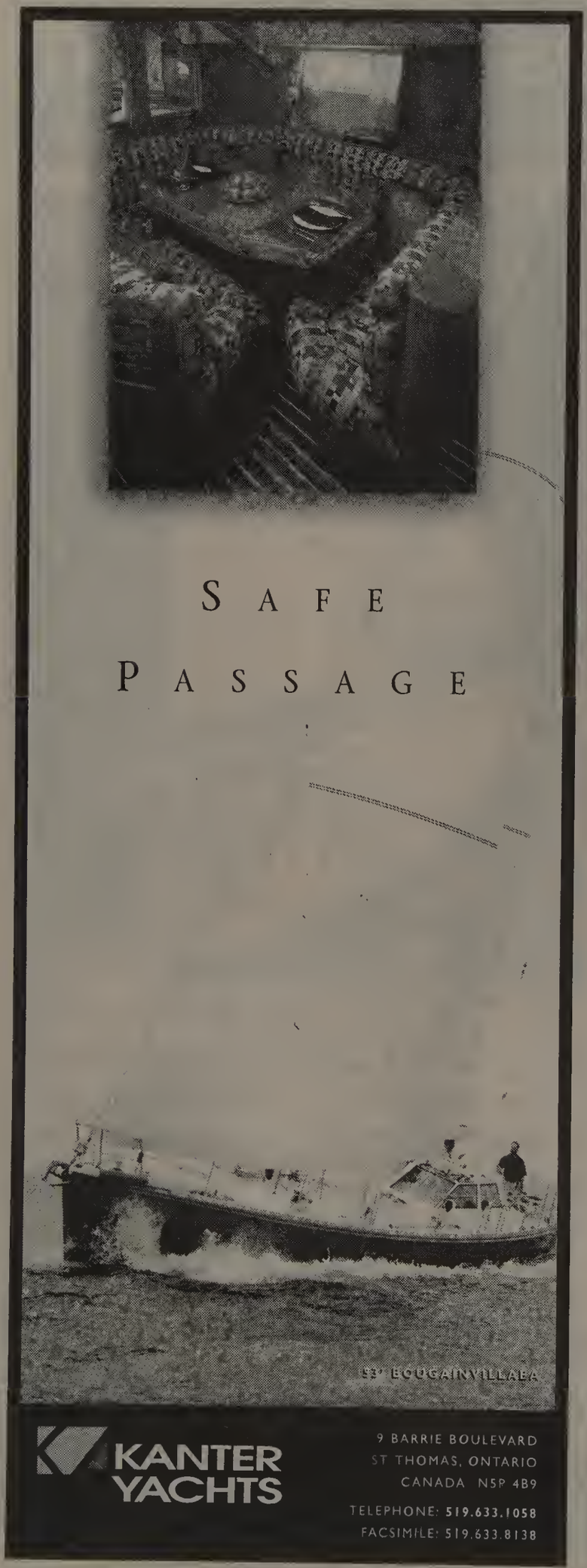

LETTERS

As a result, yachties have to bend over and take it. In January and February the following vessels have been the subjects of thefts or other incidents:

S/V Patricia — The owner returns to find his vessel had been lived in and somewhat trashed.

S/V My Turn — The owner returns to find his vessel robbed of $1,000 U.S. worth of electronics and other gear.

S/V Bella Philomena — The owners return to find their vessel robbed of $6,000 U.S. of electronics and other gear.

S/V Unnamed — The owner returns to find the starter missing from his Volvo engine.

Not bad for the first two months, eh? Got insurance? Good for you, I wish I had it.

Now for the good news. Deposit a check in a Mexican bank and they have their hands on it in three days. So how come it doesn't show up in your account for 30 days? I guess the bank has to test the money first.

George Miller
S/V *Miller Time*
La Paz, Baja

Readers — We're very concerned by what seems to be a dramatic increase in crimes against cruisers in Mexico. Theft seems to be a growing problem, and now boats are being robbed while at anchor. Worse still, we seem to be getting cases where heavily armed men are boarding boats and threatening the lives of cruisers who don't hand over enough money. We recently received a second-hand report, for example, that Blair Grinoles and the crew of his 45-foot catamaran Capricorn Cat *were robbed by armed men while anchored on the mainland. Whether this is the same incident referred to above, we don't know.*

A couple of things to remember. First, the bandito tradition never died out in Mexico. Second, crime in Mexico City has gone through the roof. It's estimated that there were about 1,000,000 muggings in Mexico City last year, as well as 70,000 car thefts and 21,000 truck heists. In addition, kidnapping for profit has become a rapidly growing industry — although the majority of victims have been wealthy Mexicans.

Despite the problems in the rest of Mexico, it's always seemed as though cruisers have been — up until now, anyway — relatively immune. How bad is the situation? We don't think anybody really knows — which is why we at Latitude *wish to be a clearinghouse for such incidents. If you've been the victim of a theft or armed robbery while cruising in Mexico, will you please send us an e-mail with the basic facts? The address is:* richard@latitude38.com. *By accumulating the facts, we'll be able to give everyone a good idea of the true situation.*

By the way, we're told that there's been an epidemic of thefts from boats anchored out at Key West, Florida, too.

⇑⇓WHY I'M BEING SO NICE TO HER

I couldn't agree more with *Latitude*'s reply to Steve Oswald about his tribute to his late wife Nancy! My own wife is probably trying to figure out why I've started — after recovering from Oswald's letter — being so nice to her.

Although I never knew Nancy, I offer my condolences to Steve. I suspect that Nancy would want him to keep sailing, as the sea gives us a sense of eternity and our place in it. While at sea, we all — past, present, and future — seem to be out there together.

On the matter of what Mr. Knudsen's son told his teacher, I recall that a Frenchman crossed the Atlantic drinking nothing but seawater. No lie! I think the theory was that if you could keep your bodily fluids in balance you could make it.

I really enjoy *Latitude* — even though I sometimes get ticked off from time to time. But then along comes a letter like the one in which Oswald described his wife Nancy, and *Latitude*'s heart-

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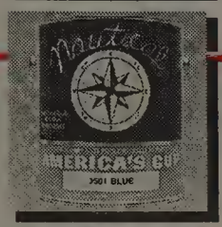

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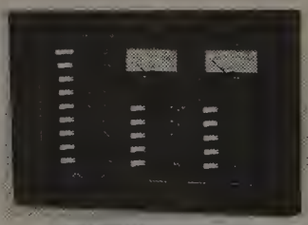

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LETTERS

felt reply, and it restores my faith in being part of the human race.

Terry Kenaston
Northern California

Terry — Thanks for the kind words. The Frenchman you refer to is Dr. Alain Bombard — and like a lot of people, you have the mistaken impression that he crossed the Atlantic drinking only saltwater. He did no such thing.

⇑⇓PEOPLE LIKE DR. BOMBARD

Mr. Knudsen's letter in the February issue raised the question of survival by drinking saltwater. Research into survival at sea was initiated by Dr. Alain Bombard as detailed in his book *The Voyage of the Heretique*, published in 1954. Dr. Bombard's research at the Museum of Oceanography in Monaco led him to conclude that survival at sea without supplies of fresh water would be possible by pressing liquid from fish, and that food sources were available from both fish and edible organic matter such as small crustaceans.

Dr. Bombard proved his point by drifting from Casablanca to Barbados in a 16-foot rubber raft outfitted with a small sail. The trip took 65 days and there was no rain for the first 23 days. He drank seawater for 14 days in all and fish juice for 43 days. By the end of the trip he had lost 55 pounds and was seriously anemic — but he had proved that survival at sea for long periods without 'fresh water' was possible.

I think the world is a better place because of people like Dr. Bombard. The unfortunate reality is that people do not read, do not remember, and often die because they don't know what others have done that would have helped them survive.

David A. French
La Conner, WA

David — The world is indeed a better — and more interesting — place because of the contributions of people like Dr. Bombard.

⇑⇓HE WAS TOO OFTEN MISQUOTED

The man who advocated drinking sea water was the Frenchman, Dr. Alain Bombard. In 1952 he sailed his aptly-named rubber dinghy, *L'Heretique*, across the Atlantic, taking no food or water with him. He subsequently wrote a book, *The Voyage of the Heretique*, which caused quite a controversy at the time — largely because he was too often misquoted.

Bombard did not claim that you can survive by drinking sea water alone, but that it can be drunk as a supplement to freshwater to provide necessary salt. He did, however, argue that castaways should drink sea water "to maintain the body's water content at its proper level during the first few days before fish can be caught", but also warned that, "It is essential not to wait for dehydration before drinking sea water." He himself survived off rainwater and by squeezing the juice out of fish in a fruit press.

The German doctor, Hannes Lindemann, undertook two solo Atlantic crossings in the 1950s — in part to put Bombard's theory to the test. His experiences were chronicled in his book, *Alone at Sea*, in which he concluded that "a small amount of salt water may be drunk as a salt replacement, but that is all."

Ken Meyercord
Samira, Bay Lady
Martinez

⇑⇓IN THE STRICT SENSE, *LATITUDE* WAS CORRECT

In the February *Letters*, Frederick Knudsen asked if you were familiar with the story of a French doctor who crossed the Atlantic on a raft drinking seawater. You replied that it was not

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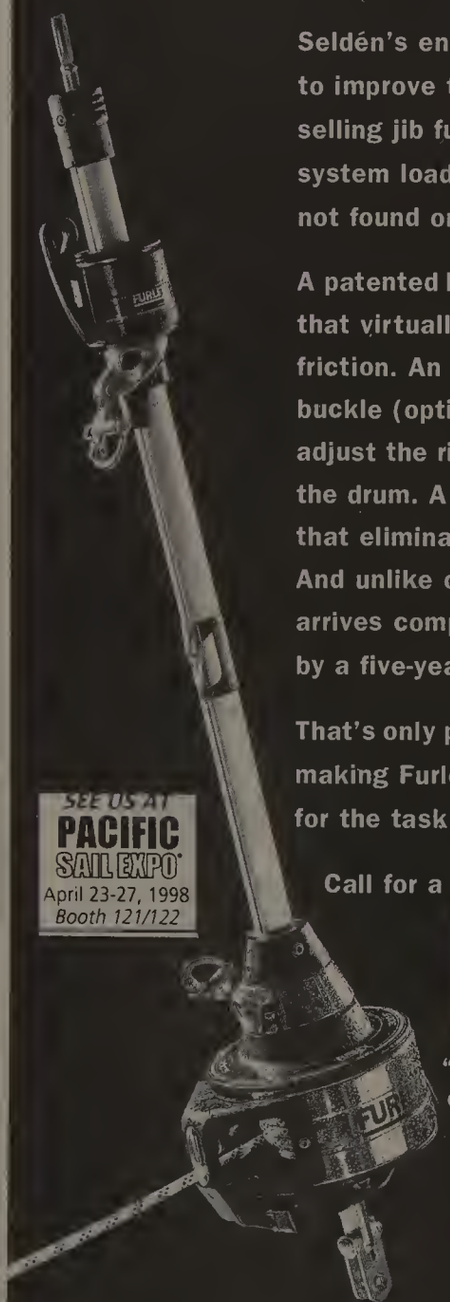

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LETTERS

possible. In the strict sense you are correct — but, there was a French doctor who did drift across in 64 days drinking rainwater, sea water and the body fluids of fish.

Consider the following post from *rec.backcountry*:

"Alain Bombard spent 64 days at sea with only rain water, liquid from fish, and sea water as his sources of hydration. Bombard drank sea water during 14 days in total, in consecutive periods of three to six days maximum. The fish liquids also were used and permitted him to wait for rain, which came after 23 days.

"The French Navy's experiment after the Bombard experience was that sea water is an acceptable drink under certain conditions, and for someone who is shipwrecked if he has only a scant soft water ration. The trick is to start with small doses of saltwater while the body is still hydrated and thirst has not set in, then to follow with fresh water after about three days, which helps flush the excess salt from the system.

"The French Navy determined that the dangerous step was only crossed after the sixth day of a straight saltwater diet. And the Navy found that if the subject drank nothing during the first three or four days, that it was then dangerous to drink seawater. Apparently, by that time the body is dehydrated to begin with."

There's also more on a survivalist page at: *http://www.zoomnet.net/~grsc/bible/seal.html.*

Pete
Cyberspace

⇑⇓AT LEAST SOME SALTWATER CAN BE CONSUMED

Many thanks to those who wrote in about the French doctor Alain Bombard who crossed the Atlantic drinking saltwater. Now my son can vindicate himself at school.

Reviewing my original letter to *Latitude*, I see that I left out the part about Dr. Bombard also drinking rainwater and getting fluids from fish that he caught. I guess that's important to the overall picture. In any case, it remains that at least some saltwater can be consumed to supplement small fresh water supplies in case of emergency, both to replace salt lost through sweat and for the water itself.

Although I used to live in Northern California, I now live on the Nevada side of Lake Tahoe. I still dream of returning to California and sailing, however, and almost had my son convinced after he saw the movie *Captain Ron* a couple of times. We now rent or borrow boats, which is not the same as owning, where whenever you want you have the freedom to head off where the wind blows and the sun shines.

Frederick G. Knudsen
Nevada

Frederick — Perhaps both of us were a little at fault, for while it's true Bombard definitely didn't cross the Atlantic drinking only seawater, he did drink seawater for extended periods of time. In any event, we're glad the ruckus was raised because we've all learned something and it's inspired this issue's article about the fascinating French doctor.

⇑⇓MYSTERIOUS GREEN FLARES

I've been unsuccessfully trying to figure something out for three years. I've yet to hear a credible explanation and wonder if maybe *Latitude* readers might be able to help.

Three years ago in May, I was singlehanding my Tartan 37 back to Alameda from Santa Barbara when I ducked into Coho for a little sleep before rounding the 'Horn of Conception' in the middle of the night. I got underway at about 0130 with the wind blowing about 22 knots and the seas about seven feet. The only reason I left then was because the weather was sched-

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LETTERS

uled to get even worse in the next few days. Besides, in all my trips north I've never caught the calm conditions everyone seems to be waiting for.

In any event, I was about a mile off the point when I saw what I'm relatively sure was a green flare coming from the land. A minute or so later there was another green flare. I frantically checked my radar and navigation thinking that I might have been making some terrible navigation error that was about to put me on the rocks. But aside from the usual pounding, everything seemed all right.

I'm not aware of any signal or message denoted by a green flare, and am curious if anyone could explain what these signals might have been.

Ray Durkee
Velera
Alameda

Ray — When you think of the kinds of people who hang around that isolated part of the coast — the military, the rocket people, the oil companies, and surfers — any number of explanations leap to mind. Amped-up surfers getting a head start on Fourth of July fireworks is one of hundreds of possible explanations. That they were green would suggest they weren't intended for marine use. Marine flares are generally red for distress and white for signalling. A green flare would blend in with the color of the ocean.

⇑⇓RATHER THAN DIVIDING JUST BY NUMBERS

Rob Moore, *Latitude*'s Racing Editor, has been incredibly helpful in assisting the '30 Footer Fleet' — PHRF ratings of 117 to 141 — to complete its first winter season. We are now developing a summer race schedule.

I suspect that our model may prove useful to other racing fleets. In fact, I've heard that Don Lessley of the OYRA (Ocean Yacht Racing Association) is considering a similar approach for boats he'd like to race against, although they would be 30 footers that have higher PHRF ratings.

Rather than dividing fleets purely by the PHRF numbers, we looked at boat length, waterline, displacement and rig height to determine which boats would race well against each other. Then we organized it through a simple e-mail discussion.

What I find so gratifying about the approach is that skippers who had given up racing because of poor fleets or a lack of social interaction can now easily build fleets, get to know each other through e-mail, and tailor races and schedules to meet the needs of their members. As crazy as it sounds, e-mail may rebuild flagging interest in racing because the participants can now take control of their events rather than having to rely on the OYRA or the HDA (Handicaps Division Association) to guess at what would work best. I would encourage anyone who is disappointed in his or her racing fleet to give it a try.

The obvious first step is to identify the boats you wish to race against, then seek them out, either by writing to class associations or paging through the *Yachting Yearbook* — as I was forced to do. Once the core group is established, it's amazing how quickly word gets out as everyone knows someone else with a similar boat. Thus the fleet can begin to take whatever shape the skippers want.

It's a little known fact that the YRA and its charter organizations are generally very supportive of the fleet's needs. Sometimes there is the 'square peg, round hole' problem of trying to match a fleet's needs to an established racing schedule, but my experience with OYRA, and to a lesser extent HDA, convinces me that the charter associations will go out of their way to accommodate new fleets and their idiosyncracies.

Bob Izmarian
Jane Doe, Olson 911-S

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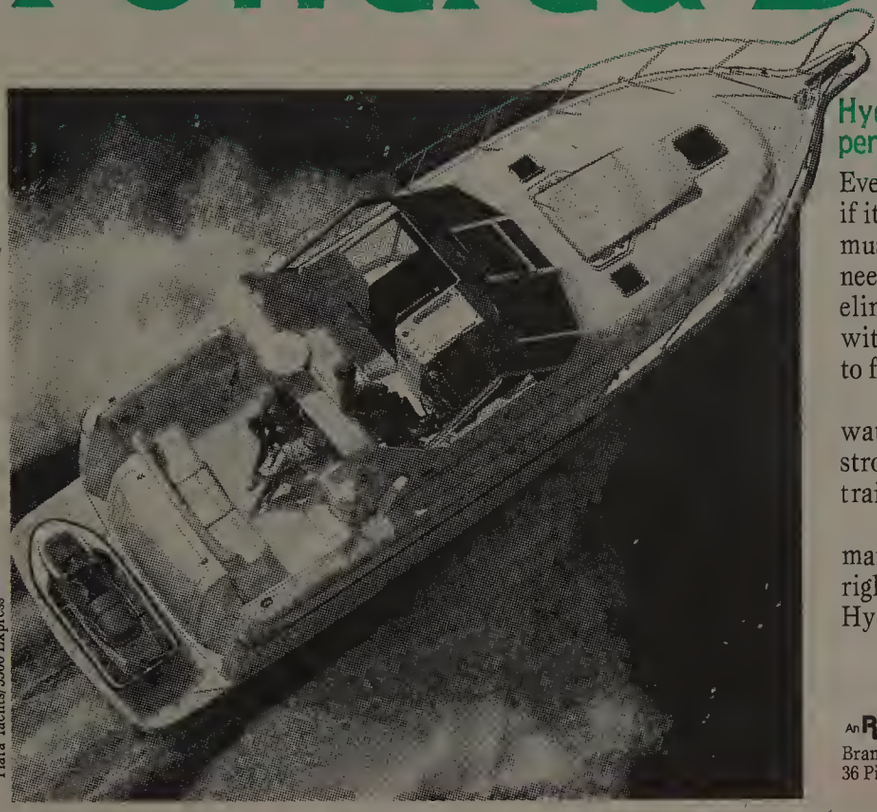

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LETTERS

⇑⇓A WAVE OUT OF NOWHERE

It was one of those warm and windless days in mid-December when I had my most exciting 'sailing' experience to date. It happened while my partner and I were motoring our fantastic 24-foot Islander Bahama *Artesian* from Alcatraz toward Sam's Cafe in Tiburon — the terrific 'dock & eat' restaurant with the huge outdoor deck and the hilariously obnoxious seagulls.

My partner was at the tiller and I on the foredeck dousing the uselessly flapping jib when out of nowhere we were struck by a monster wave! Our 5 hp. outboard was at full throttle, so the boat shot up the wave. I latched on to some part of the boat and crouched low to stay aboard. After the bow went over the wave, it dug into the water, sending two feet of water into the cockpit. Not only did our cockpit fill, but everything inside got drenched.

Poor *Artesian* kept bobbing up and down with succeeding waves, her outboard roaring each time the prop came out of the water. Fortunately, I was able to make my way aft to save the engine. That's when my heart started thumping. There was water everywhere, but at least we weren't swamped. The water slowly drained out of the cockpit so everything was fine — except for the fact that we were soaking wet on a dead calm winter afternoon as we motored up to Sam's crowded dock. Boy, did we look like amateurs.

Dripping wet, we humbly approached the deck, got a table and set ourselves out to bake in the late afternoon sun. A bowl of chowder helped us relocate our wits and pride. Fortunately, the local Tiburon thrift store had dry wool socks for $1 or it would have been a bitter buzz home to Emeryville Marina.

We remember seeing a ferry pass by in the distance, but what caused that monstrous wave? And, what's the proper etiquette in approaching such a monster?

Aon
Emeryville

Aon — The 'monster wave' was almost certainly a ferry wake. Why was there a wake? Because displaced water has to go somewhere. The wakes are often most pronounced in winter when they don't get beaten down by the normal chop of summer.

If you take such a wake head on, your boat is going to pitch severely and the bow might well scoop up a bunch of water and bring it back to the cockpit. That's not good. Neither is taking a wave on the beam, because the boat will roll like crazy and may cause someone to get whacked in the head with the boom. There's no 'etiquette' involved because Mother Ocean doesn't put much stock in manners, but the smart response to a wake is to take the first wave at about a 30° angle and then 'scallop' succeeding waves for the smoothest ride.

Whenever operating a vessel, the helmsmen and crew need to be alert to what's going on around them. Another vessel's wake should never take you by surprise. By the way, wakes aren't all bad. Fast and light boats can sometimes surf wakes for minutes at a time. Cowabunga!

⇑⇓TO GET ON WITH THE REST OF OUR LIVES

My husband David, 57, and I, 58, have happily lived aboard our sailboat *Duet* at Shoreline Marina in Long Beach for nine years. And with each passing year we come to love it more. Although our slip is at the very end of the dock, the long walk is worth it. The ever-changing view is extraordinary, and having water all around us keeps our boat an island, giving us wonderful peace and pleasure.

We've also dreamed the dream that has bewitched so many sailors: to plan, to save, to do without, so that one wonderful day we'll be able to cut the docklines and sail away forever. Here we come, La Paz! Or maybe not.

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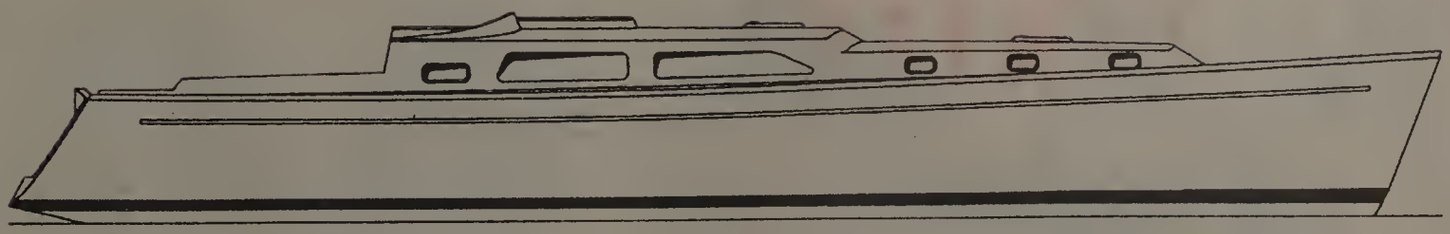

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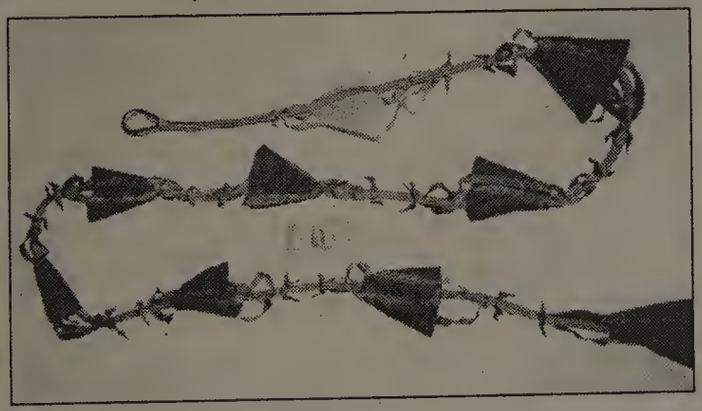

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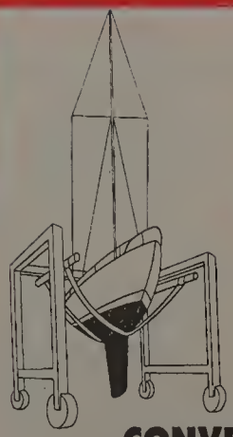

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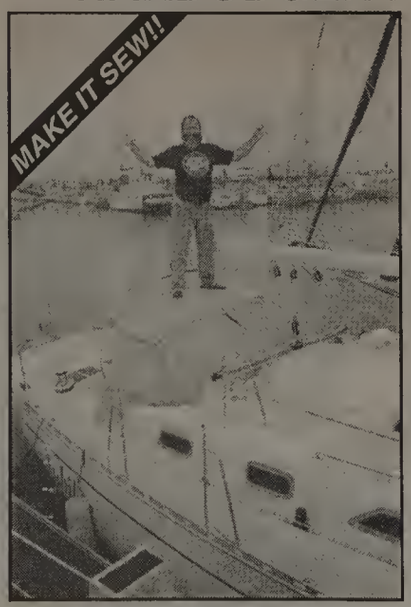

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LETTERS

I shall always think of April '97 as my evil month, for it was when our entire world was turned upside down by the appearance of a cancerous lump in my right breast. Not only did it threaten our cruising plans, but my life. The cancer paralyzed us with fear. There were tears; lots of them. They rolled down my face, into my hands, and all around the floor where we both stood.

Nonetheless, we moved quickly, as I immediately had a mastectomy. Then we got a bit of good news: of the ten lymph nodes examined, only one was affected. Then more good news: my oncologist at the wonderful City of Hope Medical Center said that with a vigorous course of chemotherapy, my chances for survival were 85%. We held on.

In the very beginning of chemo, God wrapped His arms around me, squeezing away most of the fear. I never struggled, but rather just relaxed in His grip. My husband David never left my side. His arms were always reaching out to me, his ears ready to listen. Nonetheless, chemo was no picnic.

Caught up with the cancer, we naturally had to set aside our sailing plans. There were doctor and chemo appointments to be kept. And then there was a frightening and life-threatening staph infection of my face that required a week's stay in the hospital and IV treatment for another week on *Duet*.

November 7 and 8 were my final chemo treatments, and David and I rejoiced together. Now it was time to get on with the rest of our lives. We both felt it at the same time, like a tap on the shoulder. That night the two of us, both a little bruised and broken, had dinner in the cockpit of *Duet*. We put our loving arms around one another and renewed our dream to retire and sail away together. Baja Ha-Ha, here we come!

P.S. I would love to exchange encouragement and/or ideas with *Latitude* readers via e-mail at Donna Simpson, *Aboard-Duet@aol.com*.

Donna Simpson
Duet
Long Beach

Donna — We hope your experience will remind all of us to appreciate each day — and one another. We look forward to sailing to Mexico with you in late October.

⇑⇓A MAN AS TOUGH AS WILLIS

I'm writing about drinking saltwater. I don't know the medical ramifications of doing it, but many years ago I read a book called *Epic Voyages of the Seven Little Sisters* — that was published in the United States as *The Gods Were Kind*. It was written by William Willis, who in the '50s sailed a raft across the Pacific.

It's difficult to imagine a man as tough as Willis in any era, but he sailed alone from Ecuador on a raft. Somehow he'd spent a long time training himself to live on just rain and salt water. I am sure there is not very much sailing expertise in the book, but I would recommend reading it — and stand in awe of this man's resourcefulness and durability.

Ian Elliott
Petaluma

Ian — We're not familiar with Willis — and are unsure what claim you're making on his behalf. If you're saying that he was able to quench his thirst using just rain and saltwater, that's no big deal. After all, most people on Pacific and Caribbean islands get all their freshwater from above. If you're saying that Willis was able to quench his thirst using rainwater and saltwater, and that he was able to get food from the sea, that's not such a big deal either. Put any floating device on the ocean and it will soon have an aquarium around it.

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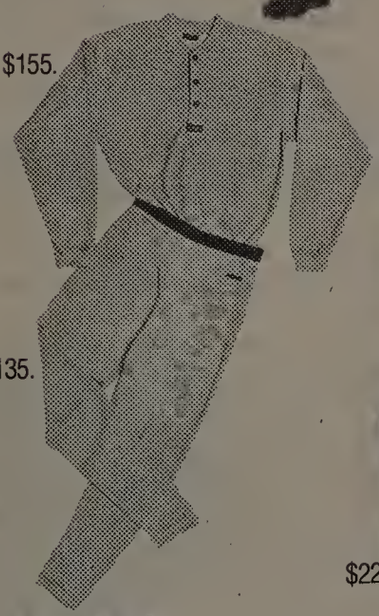

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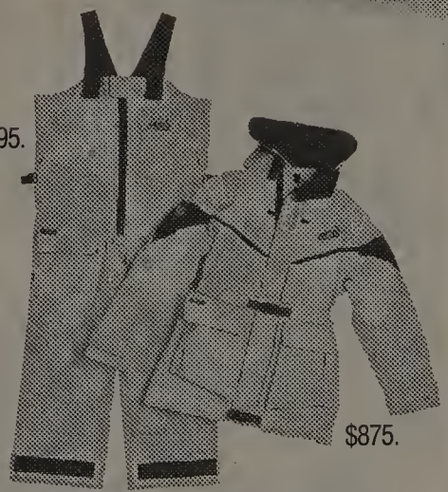

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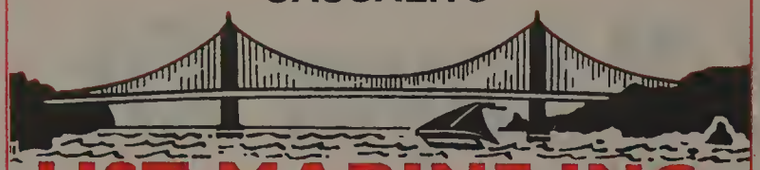

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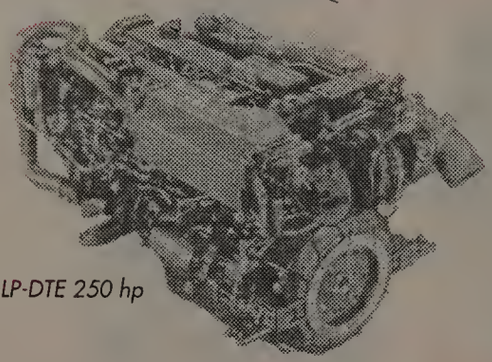

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LETTERS

But if you're saying that Willis was able to get his entire sustenance — food and water — from just rainwater and saltwater, that would propel him into the ranks of a special group of people — not the least of which was the Breatharians. Remember the Marin County — where else? — based Breatharians, who claimed that all you needed to live was air? The movement lost much of its credibility when the Jefe's secretary reported that he ducked out to the 7/11 every morning for coffee and donuts.

We're sure Willis was indeed a tough and resourceful man, but you'd be surprised how many people have done amazing things on the oceans of the world. Taking just the Atlantic Ocean, people have 'swum' across it; drifted across it on rafts, mooring buoys, and logs; and have sailed across it in a number of boats under 10 feet in length. If you read the last issue, you know that one guy is currently attempting a crossing in a three-foot long sailboat.

⇑⇓THEY GO WHERE THE CURRENT FLOWS

A Special-Ed teacher once told me that Macs are for right-brained people and PCs for left-brained. What I say is there are enough hemispheres to go around, so we'll take our half. Local Knowledge, our software program, is for the L-brained — and with a little extra help, for the R-brained, too. Since Mac users can install SoftWindows or Virtual PC, they can do anything we can do, too.

We read about the "tidy little program" for Mac users in your March *Sightings*. To complement this, we'd like to draw your attention to our Local Knowledge program, which displays current vectors everywhere on an electronic chart of San Francisco Bay. This program of real-time currents and navigation can be viewed on the new St. Francis YC website that is scheduled to be up and running by April 10.

What makes Local Knowledge unique is its ability to reflect current changes resulting from variables such as El Niño. With Local Knowledge, the user can add NOAA sensor data. What's that? NOAA has telephone relayed recordings under each bridge rimming the bay. This data can be entered into the program, which will automatically update predictions to accurately portray real time currents.

For example, during the Corinthian Midwinters there was a considerable change in the shape of the tidal curve, with the ebb peaking much earlier than tidebooks predicted. Thanks to the invitation of *Latitude*'s Racing Editor Rob Moore, Local Knowledge gladly provided pictorial timepoints for that race.

Since the introduction of Local Knowledge last year, many navigational tools have been added. Now the software can integrate data from GPS and other instruments to utilize actual boat data in planning laylines and courses. This has expanded its use to include sailboat racers, predicted log racers, recreational cruisers, and commercial shippers, too. Last month Local Knowledge was invited as a third party developer to appear at the Governor's Commission ('Ports') meeting to help decide the future of NOAA sensors.

We especially want to thank *Latitude*'s Moore for referring county officials from as far as San Jose to help predict the time and heights of the tides during the recent storms. We were able to anticipate that the tides would be up to 2.5 feet higher than expected. The uses of Local Knowledge continues to expand. Most recently, Gary Jobson of ESPN called to collaborate on current predictions for future telecasts.

Latitude 'goes where the wind blows'; Local Knowledge goes where the current flows. It now covers not only San Francisco Bay up through San Pablo to Benicia, but also Puget Sound and the San Juans. Soon it will go east to the Chesapeake, Long Island Sound and Newport. You can visit us at Sail Expo and check the St. Francis website (*www.stfyc.com*) for free ac-

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Moody 40

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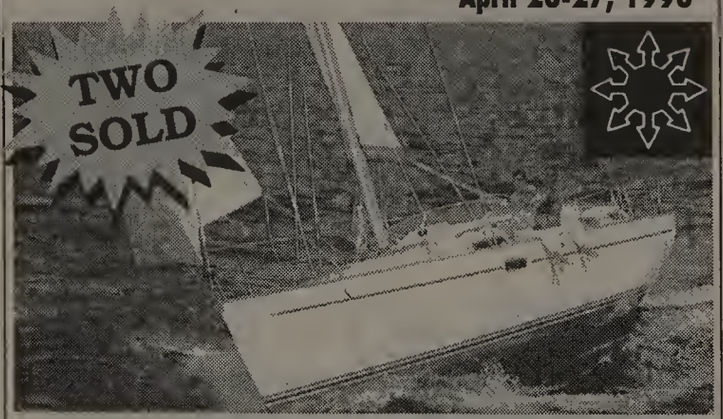

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LETTERS

tual data.

David Brayshaw
Local Knowledge
Sausalito

⇑⇓THE UNDERWATER SCENE WAS DEPRESSING

This letter is in response to the Goldstein's purported method of catching lobsters as claimed in the February issue. In particular the statement, "the bleach temporarily blinds the lobster, but is quickly assimilated into the environment with no ill or after affects."

Fifteen years ago, I visited the town of Spanish Wells on the island of Eleuthera in the Bahamas. Being a scuba diver, I hired a skiff with an American skipper to do some diving. The underwater scene was most depressing, as the giant coral formations were totally without life.

When I asked the skipper about it, he told me that many of the locals had once made their living by catching lobster, and that their favorite method was 'bleach'. The bleach may only stun the lobsters, as Mr. Goldstein states, but the damage to the coral polyps was more than obvious.

Nature is very delicate at best, and as a result of the shortsightedness of the fishermen at Spanish Wells, the balance had been upset drastically. Lets hope this method doesn't find favor in the States.

Mike Wasco
Sylmar

⇑⇓WITH DRIPPING FOG AND FLOGGING JIB

In Sausalito, two hip sailing lasses
were singlehanding their Cal 20 classes
They mixed sipping Pusser's Rum and Pibb,
with dripping fog and flogging jib
now the girls are quite flat on their assets

Caroline Woulds
Marina Sailing

Poets — Mixing Pusser's Rum and Pibb? It must be time for a new contest. The new limericks should include most of the following words or concepts: a warm and sunny day, three sailing lasses, a windvane, Point Conception, a bent shaft, three reefs, a late mortgage payment, two dolphins and a clogged head.

⇑⇓WE SMELL A BIG GREEDY RAT

In December of 1997, we were treated to a luxury trip through the Gatun Locks of the Panama Canal on a cruise ship. On board was a Canal representative, who furnished a most informative narrative on the history and operation of the Canal. Here are some of the interesting statistics:

1) The Canal is one of only three U.S. Government projects that was ever completed ahead of schedule and under budget.

2) Due to its engineering excellence, the Canal mechanically operates on minuscule expense thanks to Mother Nature and a few 40 hp motors.

3) Most mechanical parts of the Canal are still original and in excellent condition, although there are on-site machine shops to repair and/or duplicate any parts necessary.

4) The Canal has an accredited engineering program and its students are actively involved in keeping the Canal in full operating order.

5) The current fee schedule was and is considered to be the most fair. The larger a vessel's cargo/passenger space, the more you pay. This is in direct relation to the amount of Canal manpower required for a vessel to make a transit. The least transit fee ever paid was 36 cents, that for a swimmer; the most was $144,000.

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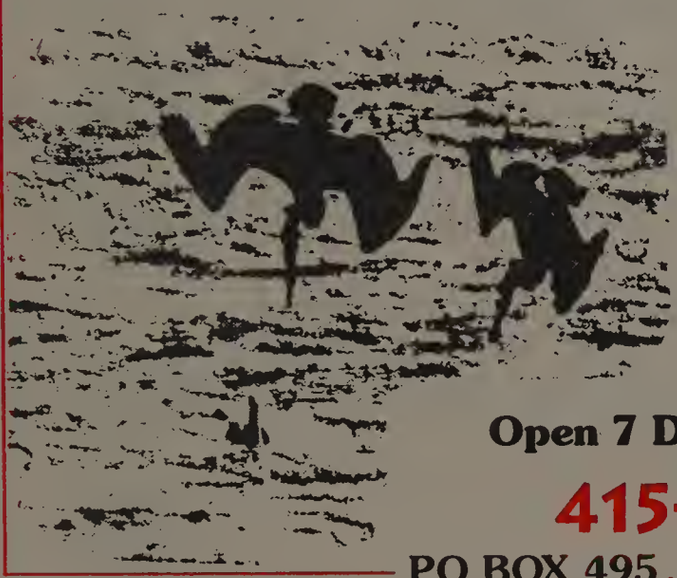

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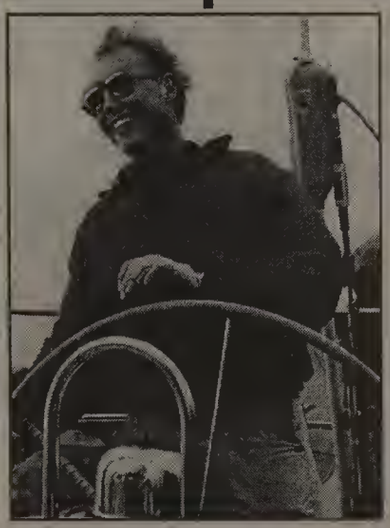

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LETTERS

6) Small vessels seldom transit the locks solo. In fact, 99.9% of the time they are shepherded through on the tail of large ships. Small vessels furnish their own line-handlers and are usually tied to Canal tugs that routinely — like chickens who cross the road to get to the other side — transit the locks. In these cases, the small boats are using zero extra services or resources, and are not considered to have a measurable impact on operating expenses.

7) At absolute peak capacity, the Canal could transit 144 commercial vessels each 24 hours. Said vessels paying an average of $50,000 each would generate a daily gross income of $7,200,000.

In response to your *Sightings* article in the March issue, we have but one question and a simple observation. Question: Imagine these two sailboats currently paying $750 each to transit. Now double or even triple that — and explain what possible impact they have on the daily income/expense of the Panama Canal?

Answer: (Fill in the blank.)

We personally smell a great big greedy rat and are saddened that our marine political voices are willing to sit back and allow our access to the Panama Canal to be threatened by the power-hungry Canal Commission. There is no way that this proposed increase can generate enough money to constitute even one 'drop' in their overfilled cash buckets.

Greg and Arlene Davidson
Okokok, Morgan 41
Atlanta / Gulf of Mexico

Greg & Arlene — In our opinion, the real threat to small boat access to the Canal is not the Canal Commission — which might very well be 'greedy' and 'power-hungry' — but reality. Consider the following:

1) Since its inception, the Panama Canal has been, by intent, a non-profit operation. Unfortunately, the idealist Jimmy Carter gave the Canal to Panama, which wants to make it a for-profit operation when they take over in January of 2000. And if you think American monopolies run toward high prices and atrocious service, wait until you experience a Latin American version — especially when the jefes dwell on the fact that small boats account for 11% of Canal traffic but a mere .01 percent of Canal income. Come 2005, we predict the Panamanians will be wanting to charge $3,000 to $5,000 for a Canal transit.

2) Even when the Canal is operating at maximum efficiency, it can't handle all the traffic during peak months. And with the increase in world commerce, the situation is only going to get worse.

3) Running small boats through the locks is a waste of natural resources. When you put a ship or two inside a 900-foot long lock, they displace most of the water. But when Jimmy Cornell's Around the World Rally took 14 sailboats through a single lock at once, they hardly displaced any water. As a result, locking the 14 small boats through used up enough fresh water to supply the entire city of Chicago for a week. Is this a good use of a resource or should we be looking for an alternative? (For those not familiar with the Canal, it's 100% dependent on rainwater. If Panama ever suffers a drought, the Canal would have to close down.)

The bad news is that small recreational vessels are never going to be a Canal priority, and are being viewed as an increasingly large pain in the ass. But there's good news, too. The Canal's 'choke points' are the locks, but with a minimum amount of ingenuity and expense, small boats could easily bypass them. Indeed, using the locks to transit small boats is about as efficient and intelligent as using a 747 to carry a single small express package.

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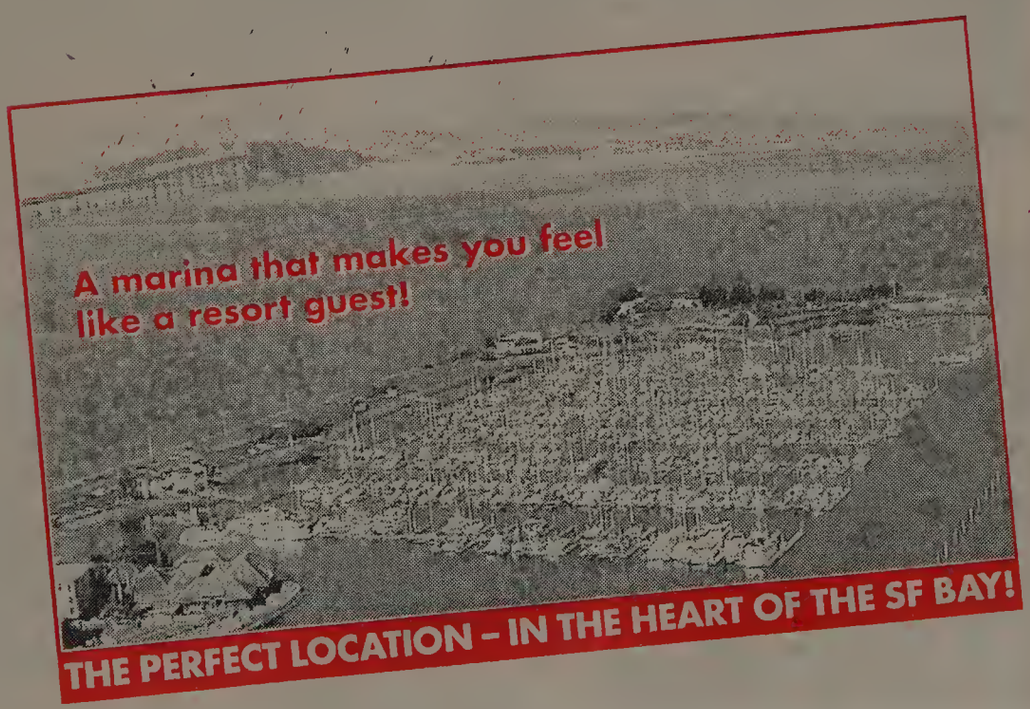

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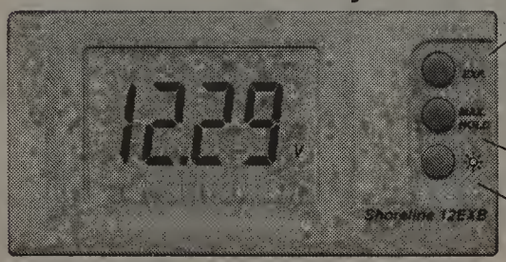

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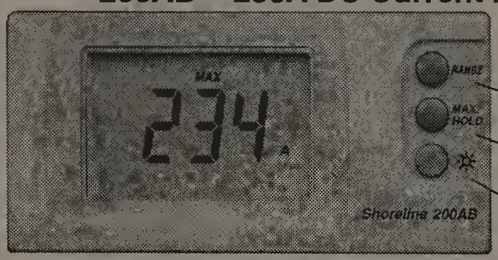

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LETTERS

⇑⇓'HAIRCUT AND A SHAVE' WHILE DOING THE CANAL

I'm just a local buoy racer, but I had an idea for a solution to the problem of transiting small boats through the Panama Canal — a boatyard barge. Simply place a crane on a large barge or make a slot on one end to accommodate a Travel-Lift. A dozen or so boats could be set on adjustable cradles or stands, and get a 'haircut and shave' while they make the transit. Other goods and services could be offered as well. This would provide jobs for the locals, a profit for the owner, an easy way across for the cruisers, and a remedy for the Canal Authority's grief. Everybody wins!

Perhaps some day I'll get my own boat gussied up on its way to Antigua while I enjoy a cold one.

Tim Donnelly
Chewink, Golden Gate

Tim — If you understand that the Panama Canal isn't really a canal in the common sense of the word, you'd realize there isn't a need for barges — or even for small vessels to use the locks. It's about 45 miles from one end of the Panama Canal to the other. About 42 miles of this is nothing more than Lake Gatun, which is about 80 feet above sea level. All that's involved in a Canal transit is lifting a vessel 80 feet on one end, having it motor 42 miles across a lake to the other end, and then lowering it 80 feet back to sea level.

It's not possible to lift giant ships with cranes, so they have to be lifted and lowered using a series of three locks. But lifting and lowering small vessels and hauling them the mile or so to Lake Gatun would be as easy as pie. All that would be needed is a modified Travelift or a crane and a small tractor and trailers. There would be plenty of opportunity for a bottom job and other work. We don't see a need for small boats to use barges or locks.

⇑⇓BUYING A HOUSE WAS A SIX MONTH DELUSION

We're on our way to the Panama Canal to complete the circumnavigation we started from San Francisco in 1988. The delayed finish included Hurricane Andrew — and worse, the delusion it was time to buy a house and settle down in St. Augustine, Florida. That lasted all of six months.

We'll be crossing our outbound path aboard *Silver Dancer*, a Tyler 42, rather than *Saravah*, the Amel 36 aboard which we started the trip. Or does the new boat mean the beginning of a new circumnavigation?

Happily, the new boat brought with it the opportunity to at last join the ranks of happy Monitor windvane owners. I must say that the service we've had from the Monitor staff regarding information on the unit on the boat was extraordinary. And it wasn't like they were going to have the opportunity to sell us a new one. The Monitor staff have been very generous with their time explaining the working of the unit, and very gracious when our change of plans required us to cancel an order at the last moment.

We have our permit to visit the Galapagos Islands, but plans for a family reunion in Puerto Vallarta in June may not allow enough time to visit the giant tortoises. Rescheduling the reunion isn't an option, not with the logistics of family coming from South Africa, Singapore, Canada and perhaps Australia.

We look forward to returning to *Latitude*'s homebase after following the magazine's progress from afar these last 10 years — although it may be awhile yet if we take in Hawaii and Alaska on the way. Here's to the day we sail back under the Golden Gate — if only we can find the down jacket we stowed away so many years and tropical days ago.

Barbara Dresslar and David Morgan
Silver Dancer
Miami

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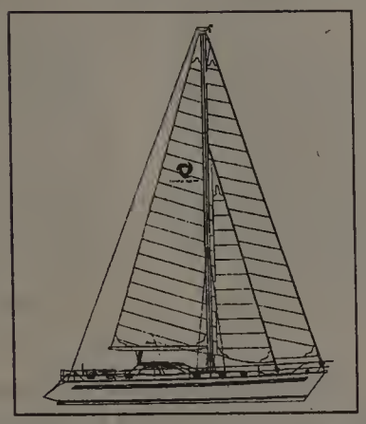

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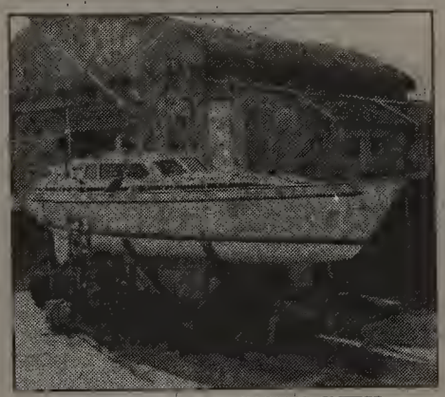

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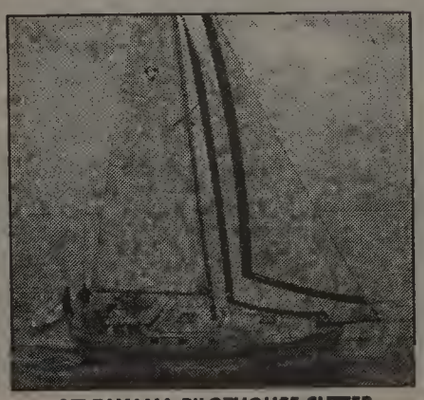

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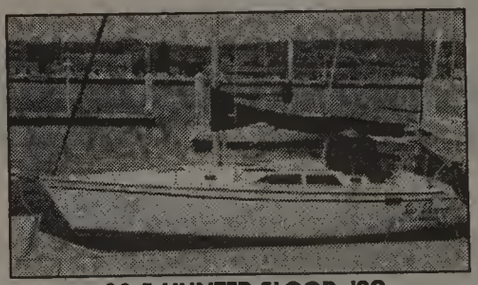

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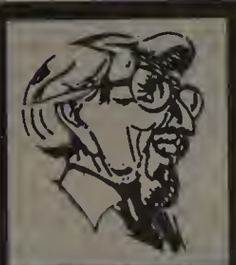

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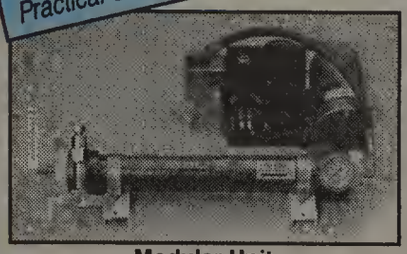

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LETTERS

⇑⇓TRY KITNOS INSTEAD

I hope the Wanderer got over his amebiasis by now. If not, I suggest he try Kitnos instead of Flagyl. It's sold over-the-counter here in Mexico, and is much easier on the digestive tract. It worked for me in less than one week.

The great thing about Mexico is that you can buy many drugs over-the-counter that would require a prescription in the United States. And in cases where a prescription is required, you can often get it from the pharmacist himself!

We got our copies of the March *Latitude* just after the 1st — it's hard to keep track of the date down here — from a cruiser who dropped them off at Noemi's, the cruiser hangout in Z-town. *Latitude* is always the hot ticket. We're headed for the Marquesas later this month, and are hoping that everyone who comes to visit boats in the South Pacific will remember to bring a bundle of *Latitudes*.

George and MaiTai the Cat
Moonshadow, Deerfoot 62

George — Kitnos? It sounds like it ought to be a Greek island halfway between Kea and Tinos. As for the Wanderer, he's out of Flagyl, but the bad little guys aren't out of him.

Reader Arnold Haskins of Southern California swears there are two better cures. One of the them is Bavarian-style yogurt — such as is made by Continental Dairies. The other is even better: Guinness Stout. Haskins swears that a single bottle of Guinness cured him — and the 25 or so other people he knows who've tried it.

As for any readers headed out to distant cruising destinations, we'd be happy to provide them with a bundle of Latitudes *to pass around. We assure you that you'll be greeted with open arms.*

⇑⇓THE OMNIPRESENT ROLL OF TOILET PAPER

After reading about the Wanderer's acquired Flagyl habit, do I laugh or cry? In 1995, I went through three months of torment — and several cases of Papel Santario — while a chorus of live protozoa performed in my intestines. Early on, I had sought advice in a clinica, and they recommended Flagyl "*Tres veces por dia,*" for a period of ten days.

On the 11th day, I ceased ingesting the evil cousin of Antabuse, and resumed my normal diet of *totopos y Pacificos* (tortilla chips and beer). "What the hell," I decided, "ten days on Flagyl would kill anything, right?" Wrong! I soon found myself once again perched-on-porcelain.

The doctor proclaimed, "Ten days isn't enough. Take Flagyl for three weeks." I moaned a little as I handed him a well-thumbed 50 peso note. "Man, here I am in Mexico, the weather's perfect, the sea is as flat as a pancake, and I can't drink one lousy beer — never mind a margarita."

My despair turned to resentment, I mean after all, why should I put up with this (uh) crap? So I purchased four 5-gallon *garrapones* of purified water and a liter of *chloro* (chlorine bleach). My intention was to super chlorinate my domestic holding tank, which in turn would sterilize everything that the water touched — dishes, produce, fruit, sink, counter tops, toilet and holding tanks. Sure, every time that I opened a water tap the pungent smell of a public swimming pool assaulted my olfactory sense, but it was worth it. After all, nothing could live under that direct fire of chemical warfare, right?

El incorrecto!

On the 22nd day, I had the audacity to leave the omnipresent roll of toilet paper behind as I headed toward a distant *cantina* to celebrate my 'new found freedom'. Ten minutes later I found myself behind a thorn bush, my shorts down around my ankles, and a huge thunderhead of rage boiling just above

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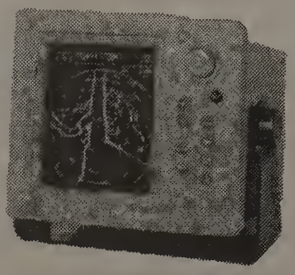

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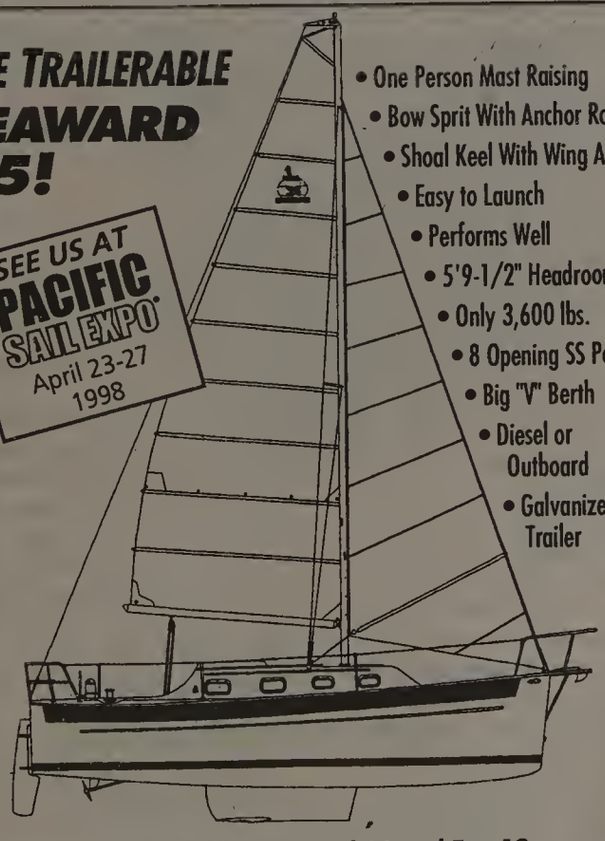

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• **Are upper level classes offered?** — You may decide you want to go bluewater cruising. Does the school offer *certified* courses to the highest level you desire? Ask how often ocean classes are taught and check out the boats they're taught aboard.

• **Visit the school before you sign up.** — Tour the facilities and the boats you'll be learning on. Are they new and well maintained? Are the sizes appropriate for the courses you'll be taking? Are there classrooms for navigation courses and other ground school classes?

• **Is your training guaranteed?** — If you need additional training to pass your certification, will the school provide it for free?

• **Ask about the instructors.** — Are they US Coast Guard licensed? Are they US SAILING Certified? This isn't a must, but it is an excellent indicator of a professional instructor.

• **Are the courses of adequate length?** — Generally, longer is better and several days back-to-back are more effective than multiple short sessions. Remember, your goal is to graduate as a competent sailor, not simply walk away with a diploma.

• **Is the location convenient?** — Your objective is to learn to sail, not waste time aground in the mud flats. And, you will learn more if you don't get immediately pasted by gale force winds in a beginner class. Look at the school's location with a perspective of appropriate sailing grounds and marina facilities, not how close it is to home. A few extra minutes on the freeway can save you a lot of wasted effort on the water.

• **What is the school's reputation?** — Talk to some sailors and ask them what they think of your choices. When you visit the school, observe a class, or talk with current or past students.

• **Do it now!** — There's no reason to miss another season.

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LETTERS

my sweating head.

I had done everything to prevent re-infestation, and for much of the three week period I had virtually lived on canned and dry food. The owner of the local purified water plant had recoiled in horror when I vocalized a desperate theory that perhaps the "contamination was universal" — meaning everything, as by now my paranoia was complete.

The classic Mexican shrug is never as disheartening as when performed by a puzzled or perplexed Mexican pharmacist. "Don't you have anything else for *los animales*?" I pleaded, as I patted my very touchy belly button. "*Quizzas*?" (perhaps?) he replies, as he reached under the counter. A ray of hope was dashed as I read the label, 'hemorrhoid suppositories'. I scuttled toward the door.

My affliction disappeared just as suddenly and mysteriously as it had appeared. It was a good thing, as my overworked toilet was threatening to pop its seals.

To this day I do not know how I contracted the parasite, nor do I know how I got rid of it. Maybe it simply got tired of living in such a bad tempered host and hopped a ride on some poor unsuspecting passerby.

I would much appreciate any information that you could share with me, especially if your case ends like mine did. It's no fun to be sick in paradise, especially when the 'final diagnosis' ends with a shrug.

But what to name the disease? How about the Squat and Shrug?

Forgive me, but should you decide to write back, I'm going to microwave your letter on the highest power level for a full minute before I touch it with my bare hands. Please use a moistened sponge rather than your tongue to seal the flap of the envelope. And get well quick.

I did the weekend version of the Cabo Cruiser's net on the VHF in early 1996. It was an experience. By then the affliction had long passed.

David Eidell
Antioch

⇑⇓MY BUOY WENT WALKABOUT

I read with interest about weather buoys in *Sightings*.

Our own buoy, 'M2', went walkabout last month from its usual location at 36°N42.5', 122°W23.4'. We lost radio contact on February 2. When the weather settled down on the 18th we went looking for it, but it was not where its GPS last reported it to be. A subsequent air search was also negative.

Over the last seven years, we've had no problems with vandalism at our moorings — despite initial fears that we would. Our current theory is that heavy weather or a collision/entanglement broke the buoy free — and possibly damaged the electronics as well. If anyone should sight our wandering child, please contact us at Monterey Bay Aquarium Research Institute, Box 628, Moss Landing, CA. 95039-0628. You can also call us at (408) 775-1941 or fax us at (408) 775-1652. Our e-mail is: *wrda@mbari.org http://www.mbari.org/~wrda*.

For more information about our mooring program, check out *http://www.mbari.org/oasis/*.

As I write this, I'm gazing out the office window at the surf on the beach here at Moss Landing, recalling the opening of racing in Monterey last Sunday, where I bashed to weather in a Shields to start the season with a win. The likelihood of doing any useful work today is diminishing quickly.

Dave Wright
Monterey Bay

Dave — We frequently check out the conditions at the weather buoys using the net. It's terrific stuff! Our only complaints are

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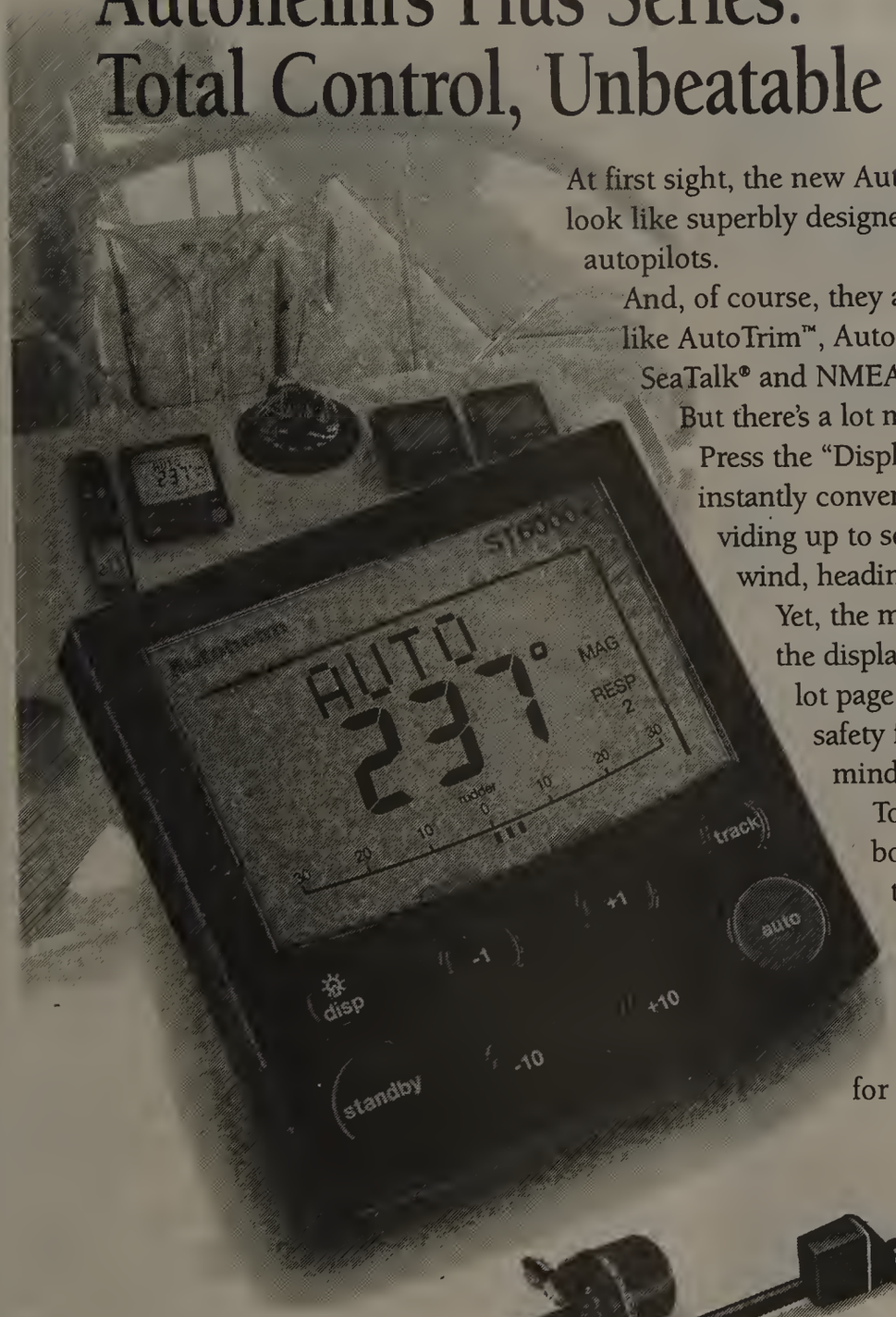

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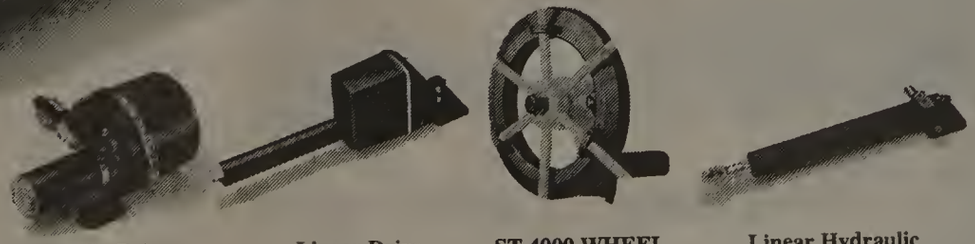

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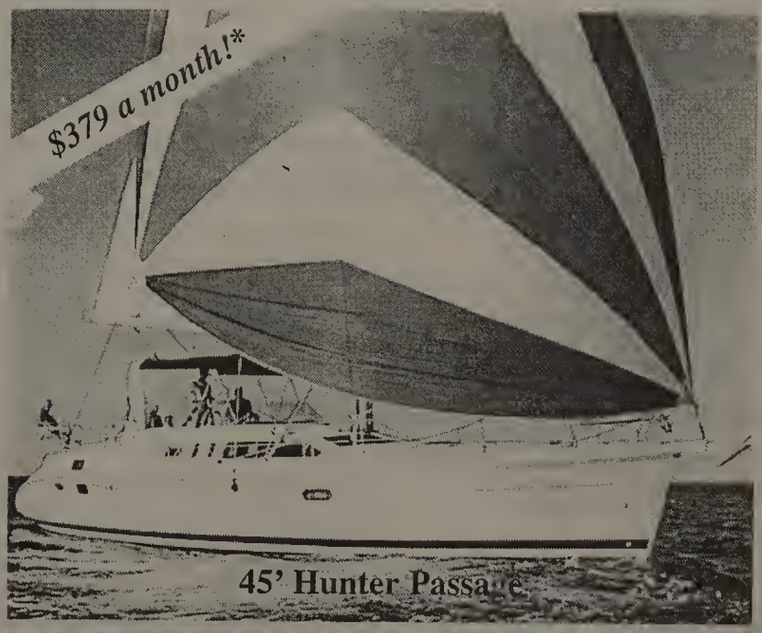

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LETTERS

that there aren't more buoys, and that the current ones — such as yours — have been going AWOL.

⇑⇓BLEACH IS A DANGEROUS OPTION

The February letter by the Goldsteins recommending using bleach to catch lobsters hit me with a vengeance, as I've seen the kind of destruction caused by using dynamite and bleach as 'fishing aids'.

I stopped at Wallis Island, to the NNW of Fiji, during a South Pacific cruise a couple of years ago. The island is beautiful and the people are wonderfully friendly — but their immense tropical lagoon was totally dead. It had been completely destroyed by fisherman who had first used dynamite and later bleach to catch fish and shellfish. I dove in various places in the lagoon, but it was an underwater desert. All the coral was dead, and when the coral is dead fish move on.

The situation was so bad that the locals didn't even bother going out fishing anymore. The lagoons and surrounding reefs of most islands in the South Pacific provide their residents with most of the food they require. But that was no longer the case at Wallis, where they had to have frozen fish flown in from New Caledonia.

Nobody should use dynamite or bleach to catch fish — not unless they're also intent on destroying the local environment for many years to come.

On another subject, I've been using e-mail while cruising and have found it to be a very cheap form of communication while in major cities. I use a international provider, IBM.NET, which charges $4.95 a month for three hours maximum. I also use an acoustic coupler, which allows me to use any pay phone. The handset just attaches to the coupler, the coupler attaches to the modem, and voila, I have access to the internet! This means I can send and receive messages around the world for the price of a local call. And believe me, you can receive a heck of a lot of e-mail in three hours!

Chuck Houlihan
Jacaranda, Allied 39
Brisbane, Australia

Chuck — It turns out that the 'lobster and bleach' letter was a moronic hoax perpetrated by a Northern California-based cruiser. Hilarious, wasn't it? What will he do next, radio in bogus Maydays? Pull fire alarms? It's hard to say.

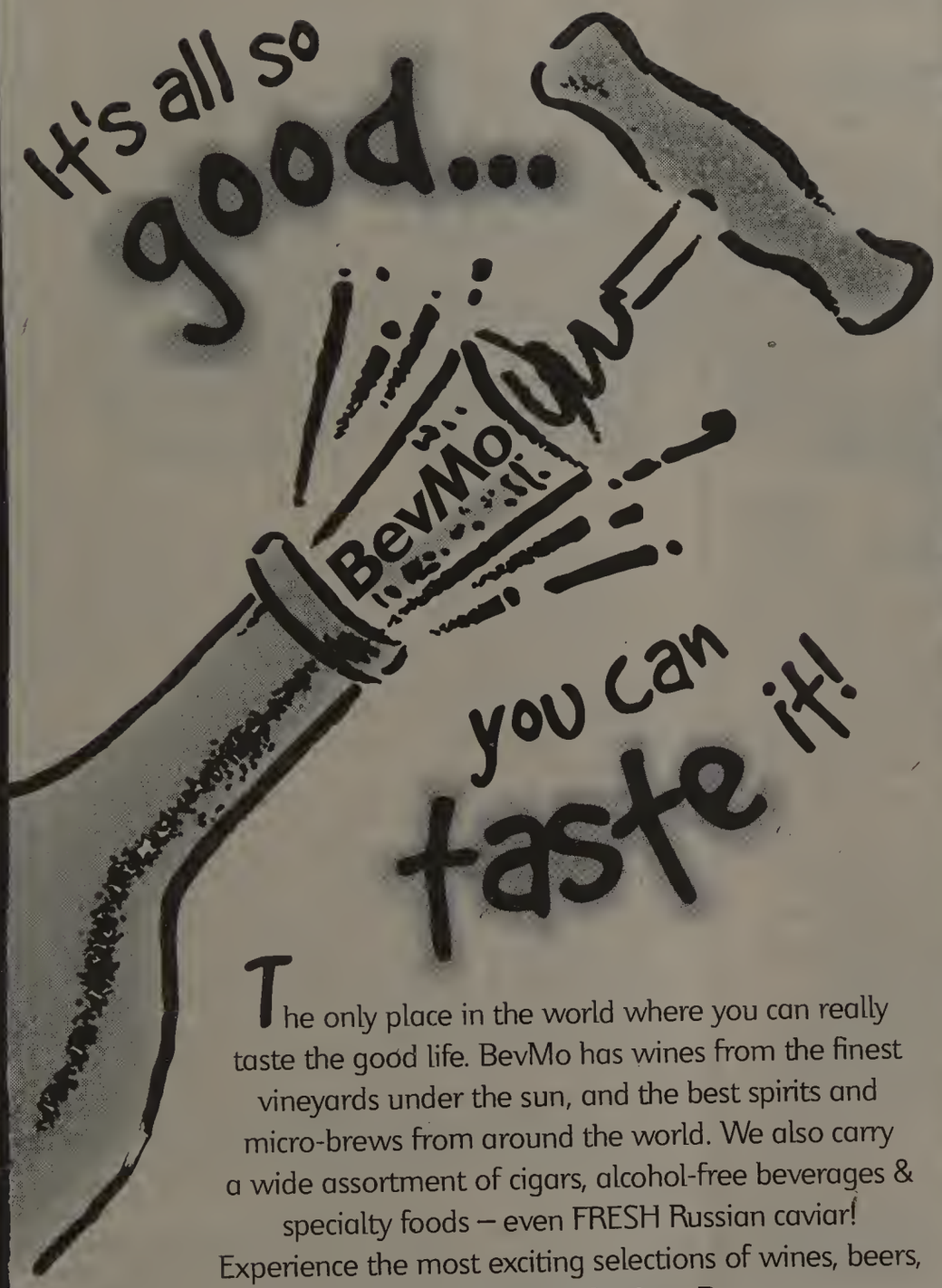
⇑⇓RACE ORGANIZERS CONVICTED OF MANSLAUGHTER

You may already know this and have reported it — I sometimes miss an issue — but the result of the second Nioulargue trial in France is in, and the Appeals Court found the Race Organizers, in the person of Sylvie Viant, guilty of manslaughter. Myself, my captain Tom Eaton, and the 6-Meter skipper Claude Graff had already been convicted of manslaughter.

In the United States legal system, if you're found innocent once, you're off the hook. But in France the Prosecutor gets a second shot. The second trial was aimed entirely at the Nioulargue organizers, since the three of us already found guilty didn't appeal the verdict. So Sylvie, a very nice young lady who is also a very prominent racing skipper in France, was found guilty along with us.

The Nioulargue race organizers are outraged by this decision and promise they will appeal it in the Supreme Court in Paris. But it's doubtful that the Court will hear the case. The Organizers also say they will not have another Nioulargue until they are found innocent. Meanwhile, another French group is attempting to take over event and run it. Stay tuned.

Thomas J. Perkins
San Francisco



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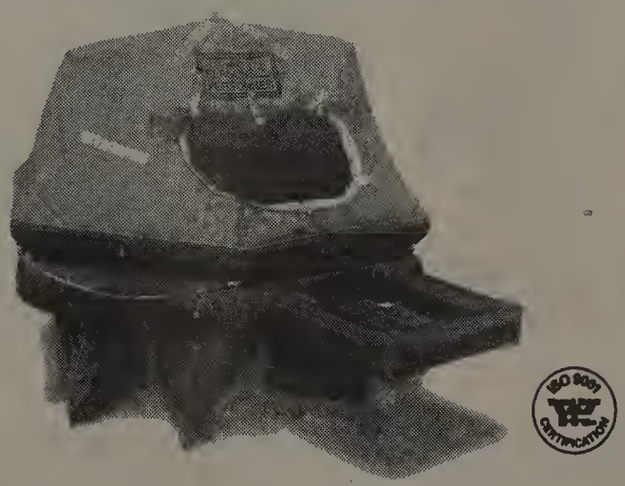

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LETTERS

⇑⇓SO THEY CAN LOOK COOL

The best things in life — surfing, sex and sailing — are free. Well, the sailing part isn't free, although reading about it — thanks to your fine publication — still is.

Since everyone seems to write in with their complaints, I might as well let mine fly. I think that people who take more from the ocean than they really need — such as 20 lobster or 300 pounds of tuna — are just doing it so they can look cool back at the dock or have something to brag about over sundowners. These people should know that I think they're assholes.

Now a request. I've seen a couple of mentions of Rhodes 41 Bounty IIs in *Latitudes*, but I can't seem to find any in my area to look at — besides my own. I'm looking to upgrade my boat, so if anyone out there has a Rhodes 41 Bounty II, please call me at (619) 273-8413.

Richard
Southern California

Richard — 'Asshole' is an accurate description of anybody who takes more than they need from the sea. As they say in the enlightened islands of the Caribbean, "Take only photographs, leave only footprints."

Latitude 38 was founded aboard a Bounty II in Sausalito's Clipper Yacht Harbor back in 1977, so we have a soft spot for that design. For our first nine months of operation, she ably served as our office, photoboat, cruising wheels and love shack. Oh yeah, she was our home, too.

Bounty IIs were not only built in Sausalito, they were the first large fiberglass sailboats ever built — but then you knew that. We used to visit marinas up and down the coast looking for Bounty IIs. We remember a couple in Newport Beach, three in Ventura, and two in Santa Barbara. But that was many years ago, so who knows where they are now. There's at least two of them in the Ala Wai in Hawaii, one of them right in front of the Ilikai Hotel. Our old buddy Warren Stryker has owned his Dulcinea *for nearly 30 years now, the last 15 of them in the Virgin Islands. She's still going strong despite spending more than a month on the bottom after hurricane Marilyn.*

⇑⇓FRIENDLY PEOPLE, PRISTINE BEACHES, NUDE FRIDAYS

Once more, someone who was in and out of Pago Pago without seeing anything but the harbor and the Cost-U-Less store has taken a cheap shot and said there is no other reason to go there.

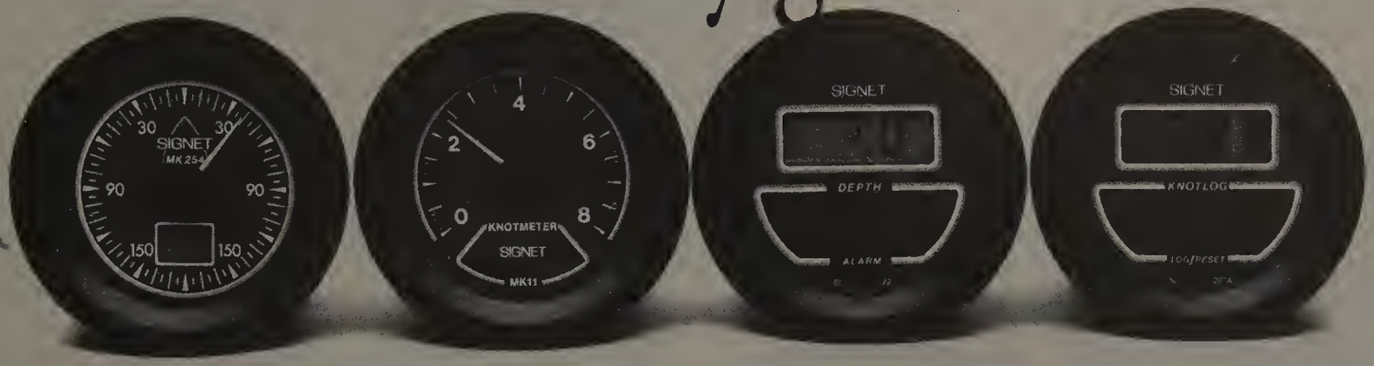
I wasn't there when Starkist was dumping fish waste directly into the harbor years ago, but I understand it was awful then. I was there for seven months last year when they had just finished building, and like most capitals in the South Pacific, with any industry, it is not a pristine showcase. However it is much cleaner and quieter than the quay in Papeete.

There is a lot to see on American Samoa and a quaint and reasonable bus service to take you around the island. The people are friendly, hospitable and quite large. Since the buses are quite small it makes for an amusing combination which requires its own protocol on customs on and off the bus.

If you take a bus in any direction out of Pago Pago you quickly discover that there are many beautiful villages with traditional *fales*, pristine beaches, spectacular overlooks, and our newest National Park. For a wild and crazy time you can go to Tisa's Barefoot Bar and Grill that has its own private beach and coral reefs with great snorkeling. Friday's with a full moon are traditionally considered "Nude Fridays" so be forewarned.

The Pago Pago Yacht Club goes out of its way to help visiting cruisers more than any other club I've seen. They don't ask to see a reciprocal card and they charge nothing. If you are stay-

What goes around... should definitely get a round.



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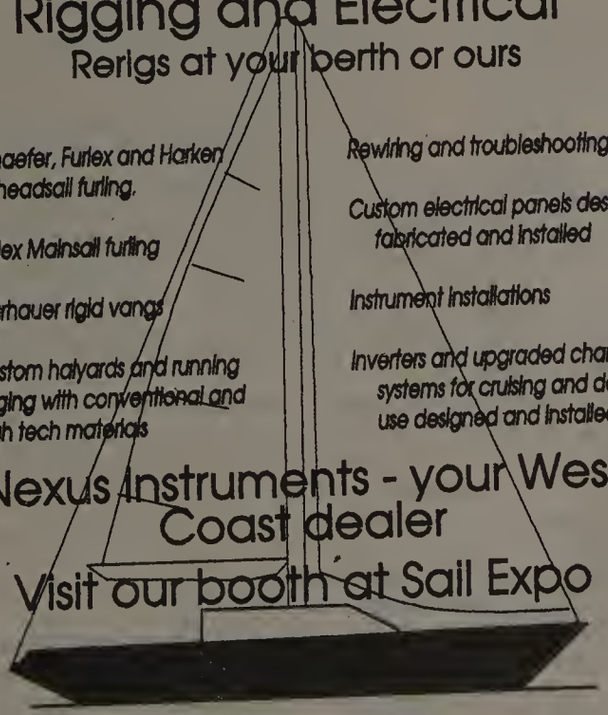

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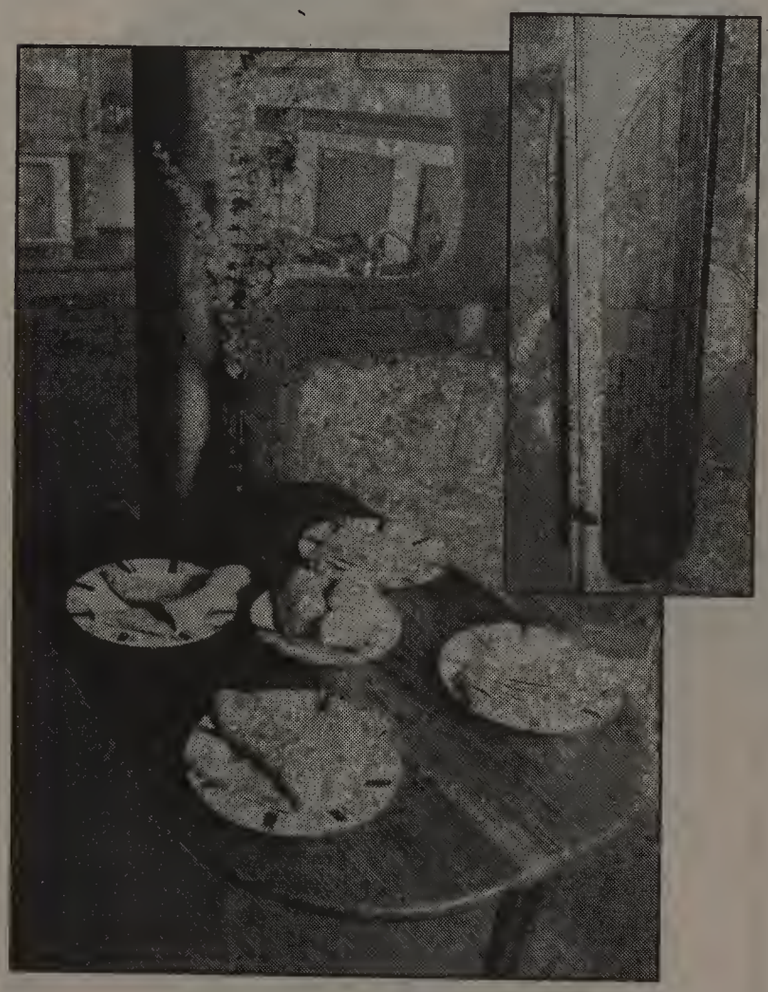

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LETTERS

ing for an extended period they invite you to join, but its not required.

If you only use Pago Pago to fuel and provision that's your choice and you will miss a lot. But let's quit reviewing the restaurant when you haven't read the menu.

Bill Sewaix
Schooner *Migrant*
Majuro, Marshall Islands

⇑⇓COLUMBIA YACHT OWNERS UNITE!

As you know, Columbia Yachts has been out of business for quite a while, so there is no factory support for boatowners. So how does a Columbia owner find parts or learn about the strengths and weaknesses of these boats? Many turn to the internet. A couple of us took note of this activity and decided to do something about it:

First, Mike Keers recently began publishing *C-Nuz*, a newsletter for Columbia owners. It's a not-for-profit venture that provides a traditional forum for sharing information and telling sea tales about Columbias. Keers threatens to publish issue #2 any day now. He can be contacted at P.O. Box 68, Hereford, Arizona, 85615-9316. Or by e-mail at: *emkay@sinosa.com*.

Secondly, I started a website for owners of Columbia built boats. It's main purpose is to be a repository of Columbia Yacht information, but I've included an owner's registry, a page for owners seeking or selling Columbia boats or parts (no charge for listings), and more. The URL is *http://www.monumental.com/ewhite/columbia.html*.

Finally, just over a week ago Sailnet began hosting a Columbia mailing list. We're already up to 40 members and information is beginning to flow. There is no charge to join the list. Go to Sailnet (*http://www.sailnet.com*) to sign up.

Please help us to get the word out to other Columbia owners as there is a veritable gold mine of information about these vessels locked up in people's heads and this 'wealth' needs to be shared.

Eric White
Binary, '64 Columbia 24
Galesville, MD

Eric — It's hard to comprehend how many different models were built under the Columbia brand. We can remember the following sizes: 22, 23, 24 (several models), 26 (several models), 28 (several models), 29 (several models), 30 (several models), 31, 32, 34 (several models), 35, 36, 38, 39, 40, 43, 45, 50, 52, 56, and 57. And we're not remembering all of them by any means.

We did the New Year's Eve Regatta at St. Barts to end last year, and out there with Adela, Endeavour, White Hawk, Destiny and all the others was a Columbia 57. We passed her while beating around the windward side of the island, but the old Bill Tripp (Sr.) design had been all buffed up, sported new sails, and looked every bit a 'plastic classic'.

⇑⇓RANDY'S SMILING PRESENCE

The March '97 issue of *Latitude* carried the announcement of Randy Waggoner's untimely death. Randy was a special light on the waterfront. Living aboard his Quarter Tonner *Radical* in Gashouse Cove, he travelled around in his old van taking care of his clients' boats — which soon became 'his' boats. As one of his boatowners, each year I looked forward to his cheerful spring phone call, arranging the schedule for work on my boat. His call would always brighten my day.

Vignettes of Randy in my memory include the time he showed up accompanied by a tiny baby duck with its leg in a splint . "I couldn't leave him home alone all day, and anyway, this'll get me to wash your cockpit." Then there was the time I came back

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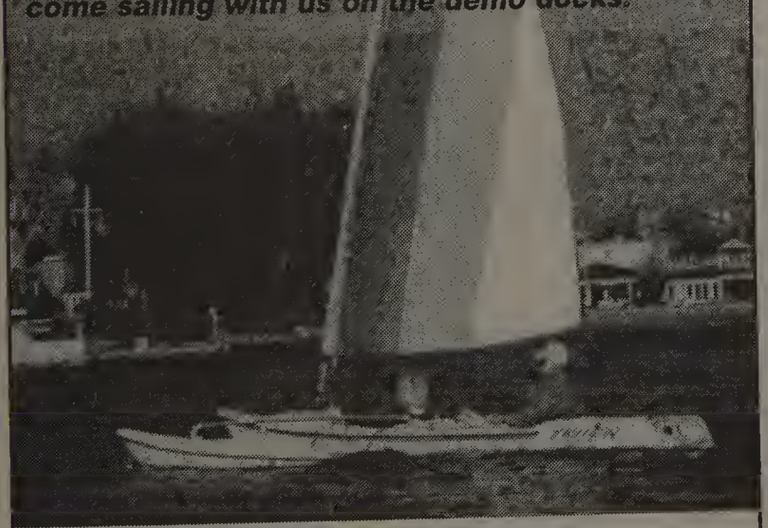

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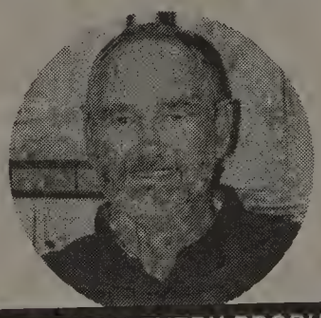

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LETTERS

from lunch to be asked by a crowd of dockyard loiterers asking who the man was who had just "ran up" my mast. Once I told Randy that I wished my outboard could be just nine inches higher than it was. When I came back, I found a plate welded to the motor mount that had accomplished just what I'd wanted.

Randy's work was exceptional. During the eight years that I knew him, it was as though my 'plastic classic' boat was truly plastic in the sense that anything I wanted changed was changed — in Randy's typical fashion. He and I renovated *Cat's Paw*, my Gladiator 24, and he gave my small project the same care and attention I know he'd lavished on the bigger boats he sailed and worked on.

But most important was Randy's smiling presence and the respect and support he accorded me, an inexperienced boatowner . Randy taught me how to care for my boat and how to be safe with her. Randy has been gone more than a year now, but I'm still benefitting from the joyful generosity of the man's spirit.

Abigail Grafton
Cat's Paw, Gladiator 24
Berkeley

⇑⇓TREMENDOUS DEMAND FOR GEAR IN MEXICO

First off, thanks to the Grand Poobah for setting the date to get us out of the Bay and on our way south. We're currently in Mazatlan and will be in Mexico until May 1 when we'll return — kicking and screaming — to the U.S. for six months. We can't believe how much we enjoy waking up to 70° plus sunny weather most days. Nonetheless, it's true that the most wonderful part of cruising is the people you meet.

We'd like to suggest that your advertisers might want to consider placing their e-mail addresses in their ads. The access to the internet in Third World countries is extremely limited, but the use of e-mail is widespread. As a matter of fact, we sent this letter to you directly from our boat over a seven year old cell phone!

The problem is that web pages don't exist at this level of technology, but there's still a tremendous demand for boat gear and parts here in Mexico. If clear and accurate orders and deliveries could be orchestrated by e-mail, major benefits could be realized by all parties.

The way we see it, a chandlery at Marina Mazatlan would provide its owners with wealth beyond measure. Do you hear us Rhonda, formerly of Dutch's Marine in Novato? A chandlery wouldn't work as well in La Paz, which is too windy and rolly for boat projects, or Puerto Vallarta or Cabo, which are both packed and too expensive for cruisers.

What also would be nice down here is some good French roast whole bean coffee. Peet's is our favorite. We've had to settle for re-roasting the local stuff — which has actually worked quite well.

We got our latest 'tudes down here on Valentines Day — which was almost better than the traditional bouquet. We're staying in Mazatlan to catch the 100th celebration of Carnival and pass our ham tests, then we're off south. All our best to our friends at the Sausalito Cruising Club and the Island YC in Alameda.

Jim & Bliss Cochran
Bliss, Morgan Out-Island 33
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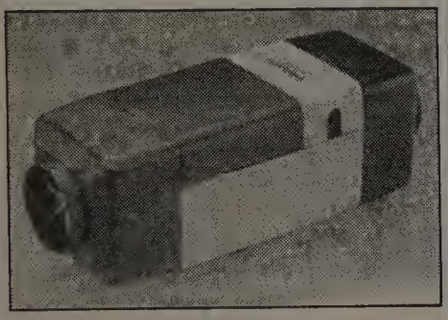

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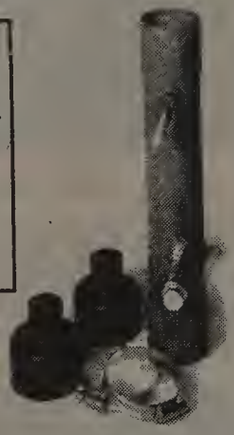

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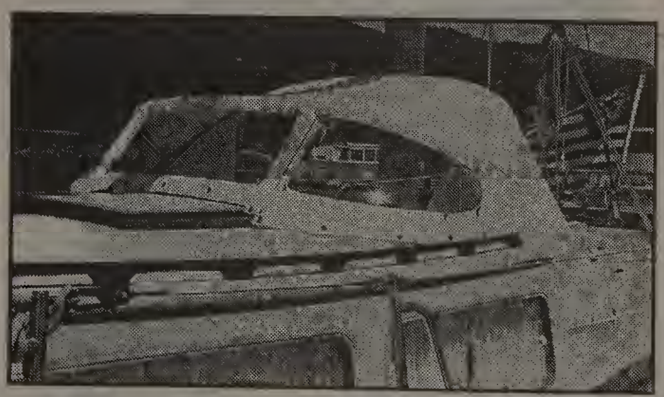

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LOOSE LIPS

Return of *Sailing the Bay*.

We've said it before and we'll say it again: the best book, bar none on local sailing is Kimball Livingston's *Sailing the Bay*. First published in 1981 and illustrated by the rich photography of Diane Beeston, we have jealously guarded our copy. Similarly selfish sailors — and those of you who lost out on finding rare used copies — will be happy to know Livingston is releasing a new edition of the book. This one retains the engaging original tone and some Beeston images, but is supplemented by the photos of marine pro Don Hilbun and a few from yours truly. The copy is interspersed with quotes from local legends like Hank Easom and legends-to-be like Morgan Larson, as well as columns from Livingston's years as the *Chronicle*'s sailing reporter. Kim says the book will 'premiere' at the end of April at SAIL EXPO. He'll be signing copies at Waypoint Marine's booth on Saturday, the 25th.

Christening ceremony.

Don't know why we haven't asked you readers this before, but does anyone out there know a good source for yacht christening ceremonies? You know, the invocation usually given before breaking the obligatory bottle of champagne over the bow. We've received several inquiries about this over the years and end up hemming and hawing a lot before we break down and admit that, well, we have no idea where you'd find something like that. A local nautical bookstore owner suggested the *Encyclopedia of Nautical Knowledge* and the *Ocean Almanac*, both of which are still in print although he didn't have any on hand. Does anyone out there know of any better source — other than "that grizzled old salt" who did it at most of the christenings we've ever been to?

Power sailing.

One of our favorite newsletters doesn't have much to do with sailing, but *Classic Currents* — put out by the Classic (power) Yacht Association of Northern California — is still an entertaining read. In the spring issue, Bob Partridge recalled one of the more epic voyages ever made by an early power yacht: New Rochelle, New York, to Queenstown, Ireland, aboard the 35-ft Matthews *Detroit* in 1912. The then-new boat was powered by a 16-horsepower Scripps two-cycle gasoline engine. But she had to carry so much gas —1,200 gallons — that for most of the voyage, *Detroit* had only about 2 feet of freeboard. This meant she was awash in ankle-deep water for much of the crossing. Of course, with all that fuel, the 'smoking lamp' was out for the whole crossing, too, and "the barking of the exhaust made conversation impossible." The day they arrived in Queenstown, August 17, the boat caught fire and narrowly escaped being blown into kindling. On ending the voyage, the owner, a Mr. Day, said, "The last thing I did was to visit the engine room and kiss the motor good-bye."

The *Detroit* cruised on to St. Petersburg, Russia, and into motorboat immortality. Her crossing story seems to be immortal, too. *The Voyage of the Detroit* was printed in 1912, and reprinted in 1929 — and 1997. You can order a copy from Capt. Ray Ottinger, Sailors Snug Harbor, P.O. Box 150, Sea Level, NC 28577.

Best boating songs.

A few months ago, we asked readers what their favorite boating-related songs were. We got so pitifully few responses that we basically bagged the plan to note responses in these pages. We just figured you must all listen to rap, or that . . . thing. . . that 97.3 has become. Long live KRQR.

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LOOSE LIPS

Being the well-rounded readers we are, however, we note that the editors of *Boating World* — a magazine for ski and fishing-boat enthusiasts — published their 'top ten' favorite boating songs in the March issue. They are: 1) *Boats, Beaches and Bars* by Jimmy Buffett (ordinarily, we'd point out that this is not a song, but a CD collection of all Buffett's big hits. However, as all polite sailors know, we need to make certain allowances for motorboaters.); 2) *Sloop John B*, The Beach Boys; 3) *Proud Mary*, CCR, and Ike and Tina Turner; 4) *Wreck of the Edmund Fitzgerald*, Gordon Lightfoot; 5) *Banana Boat Song (Day-Oh)*, Harry Belafonte; 6) *Yellow Submarine*, The Beatles; 7) *Southern Cross*, Steve Stills; 8) *Wooden Ships*, Crosby, Stills and Nash; 9) *Orinoco Flow (Sail Away)*, Enya; and 10) *Rock the Boat*, the Hughes.

Going down.

An outfit called Aquadyne Technologies has recently introduced a two-person submarine it calls the *Alien*. Good name. The little sub, which appears to be about 20 feet long, looks like a cross between a '68 Dodge Charger with no wheels and that DeLorean from *Back to the Future*. According to the manufacturer, the *Alien* can reach depths of 1,000 feet, although it's recommended for use in the 250-foot range. The craft can cruise to the dive site on the surface at up to 12 knots on its gas surface engine (range is 350 miles). When it goes under, power comes from electric engines, which can propel the craft at 4 to 5 knots. Unlike German U-boats, which operated much the same way, the *Alien* has a number of safety features, including a ballast system that automatically sends the craft to the surface in the event of power failure, but alas: no torpedoes. As you might have guessed, such fun doesn't come cheap — the *Alien* lists for $175,000 — but you have to admit, it's the perfect gift for 'the man who has everything.'

Yoo-hoo. Hello out there. . .

If your name is Jenny Crum or Tom Lyon and your work has appeared recently in *Latitude*, please get in touch with us. We have some money for you, but don't know where to send it.

Typo of the month.

In a dispatch from the AMVER (Automated Mutual Assistance Vessel Rescue) system, it was noted that last month a Moroccan tanker rescued four guys off a sinking tug — a, ahem, 405-foot-long sinking tug. That would make it 60 feet longer than the rescuing ship and 100 feet longer than the Bay's largest historic ship, the 301-ft *Balclutha*. That's one humungous tug, especially to be run by only four people.

Really ancient mariners.

Stone tools found on a remote Indonesian island show that ancestors of modern man crossed expanses of water more than 800,000 years ago — much earlier than researchers had previously thought. The stretch of water they went across, probably in bamboo rafts, was only 12 miles, but a water crossing is a water crossing. Formerly, the earliest evidence of a major water crossing was the colonization of Australia by eastern Indonesians, which took place 40,000 to 60,000 years ago.

Bottom feeders inherit the earth.

Sixty-five million years ago — about the time we started *Latitude* (well, sometimes it feels that way) — 70% of all life on earth suddenly vanished. One group of researchers will long debate whether this was due to the arrival of a huge comet, a particularly virulent strain of dinosaur flu, or whatever. Another

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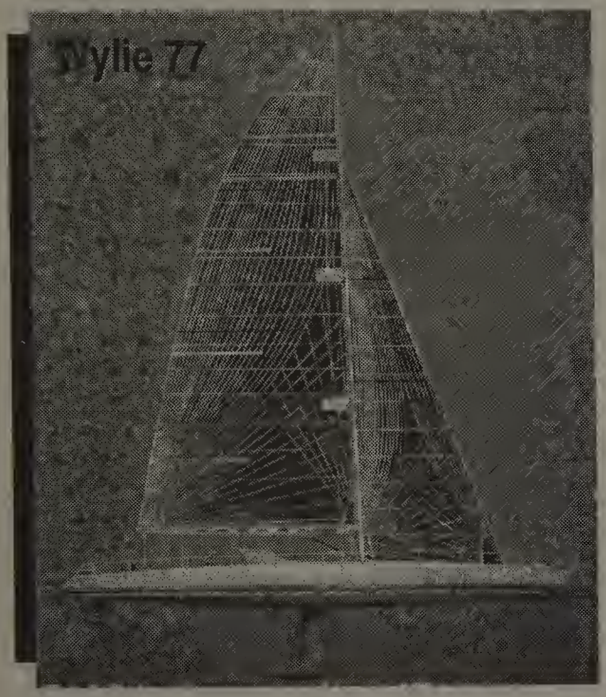

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LOOSE LIPS

group is hard at work studying the 30% that survived. They say that access to food was the key, which is why bottom feeders like sea urchins survived, while plankton eaters (and much of the food chain from there on up) didn't.

Thanks, but we think we'll pass. . .

We receive a veritable avalanche of press releases here at *Latitude*. Few elicited the reaction of this one from the Coast Guard, which we reprint here for your enlightenment and entertainment.

SAN DIEGO — Early Thursday morning, the Coast Guard will review the sea states and weather conditions outside Point Loma and determine whether J.J. the Gray Whale will be released that day. If the Coast Guard determines the operation will continue, J.J. will transit from Sea World to the Navy pier, she will be loaded onto the Coast Guard Cutter Conifer, *and the* Conifer *will get underway as early as 7 a.m.*

Once the cutter arrives at the scheduled release site off Point Loma, Lt. Cmdr. Brunke will determine the sea states and the safety of J.J.'s release. If the release is determined to be unsafe at that location, the Conifer *will transit 70 miles to the leeward site of San Clemente Island, with a transit time of approximately six hours.*

If the Coast Guard cancels the operation at 7 a.m. Thursday, the operation will take place Friday morning. At that point, the Conifer*'s crew will take J.J. directly to San Clemente Island unless seas are of a violent nature and/or winds in excess of 35 knots, in which case the operation will be reevaluated on a day to day*

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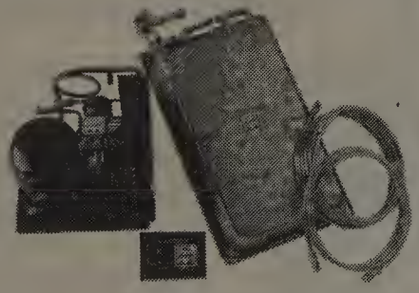

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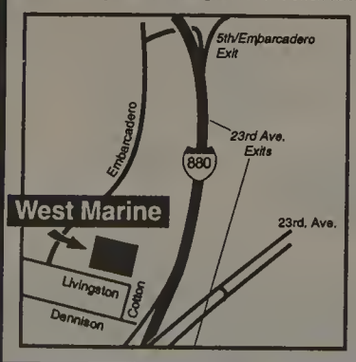

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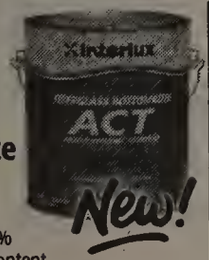

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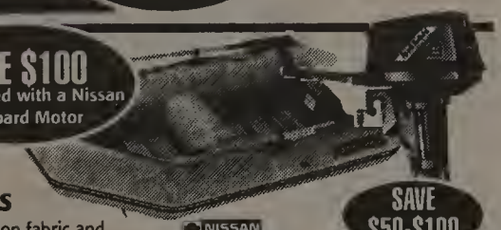

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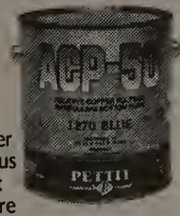

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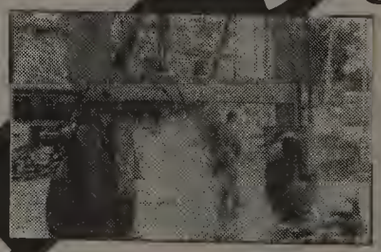

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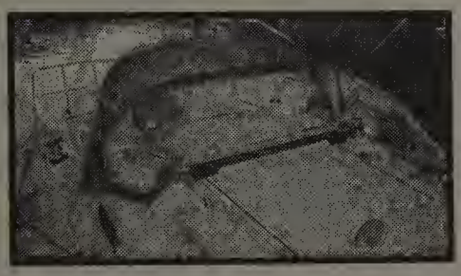

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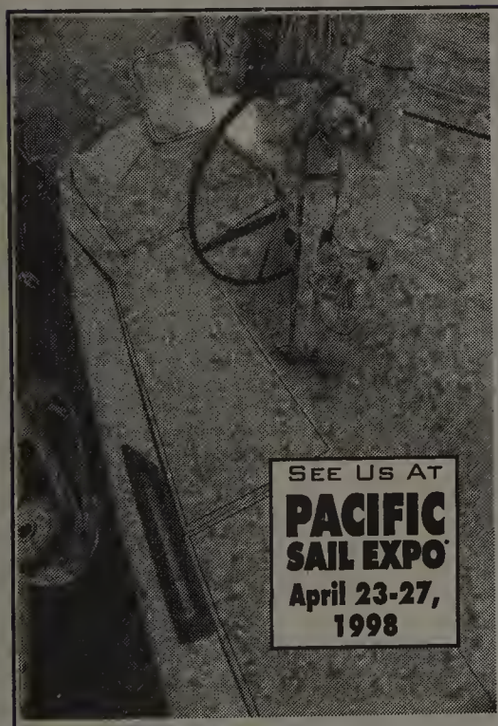

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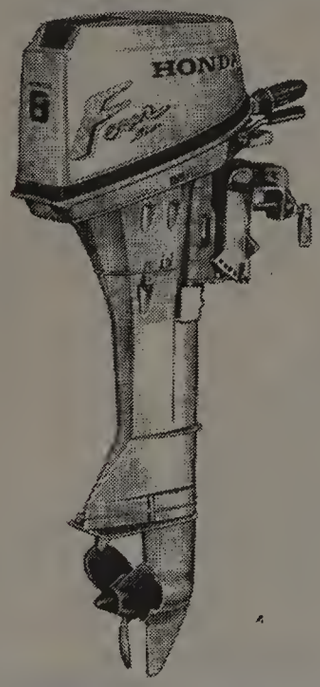

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new boats on the bay

Any way you look at it, these are good times for the marine industry. New boat sales are up again after a slight decline in '97, marinas are stuffed to the gills, sailing schools and charter companies are busier than ever, yacht brokers and sailmakers are swamped, and next month's Sail Expo in Oakland is shaping up to be even bigger and better than last year's debut. There are lots of other encouraging signs, too — but perhaps none more reliable than the fat bomber of an April issue you're currently holding in your hot little hands.

At 304 pages, this is the biggest *Latitude* we've ever produced. As far as we know, it's also the biggest free sailing magazine in the history of mankind, not to mention thicker than the phone books of the entire states of Hawaii, Nevada and several others. We're 'advertising-driven', meaning that the more ads we sell, the more pages of editorial content we're able to produce. Therefore, the bigger the book, the healthier the

continued on outside column of next sightings page

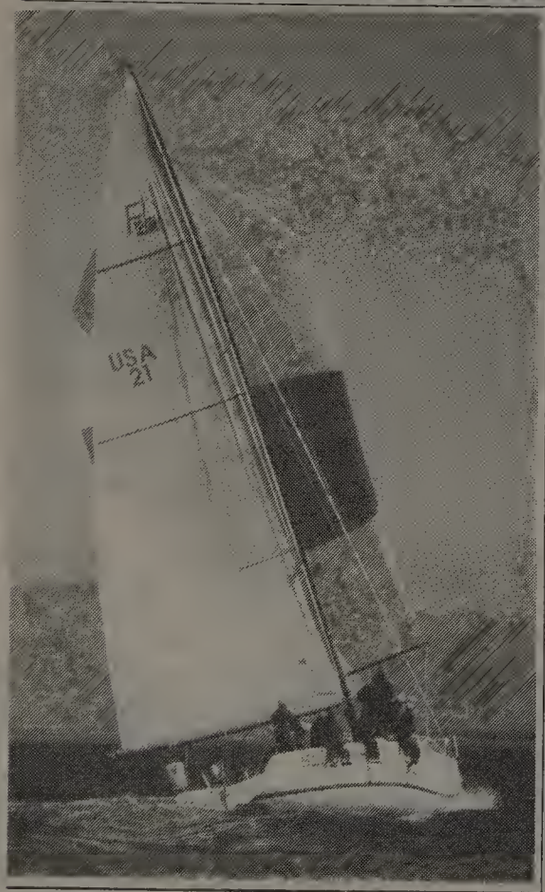
transderm scop®

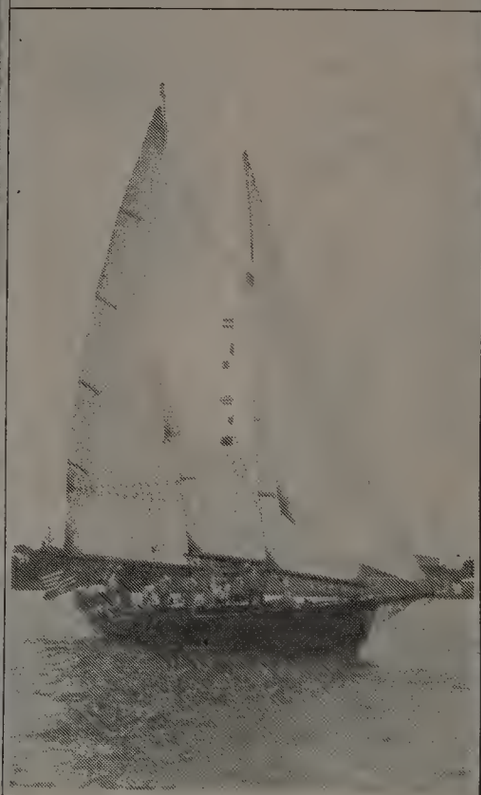
"Dear valued customer," read the press release from Novartis Consumer Health, Inc., "We are pleased to announce that Transderm Scop® (scopolamine 1.5 mg) Transdermal Therapeutic System — the unique three-day motion sickness patch — is back again."

All we can add is, it's about time!

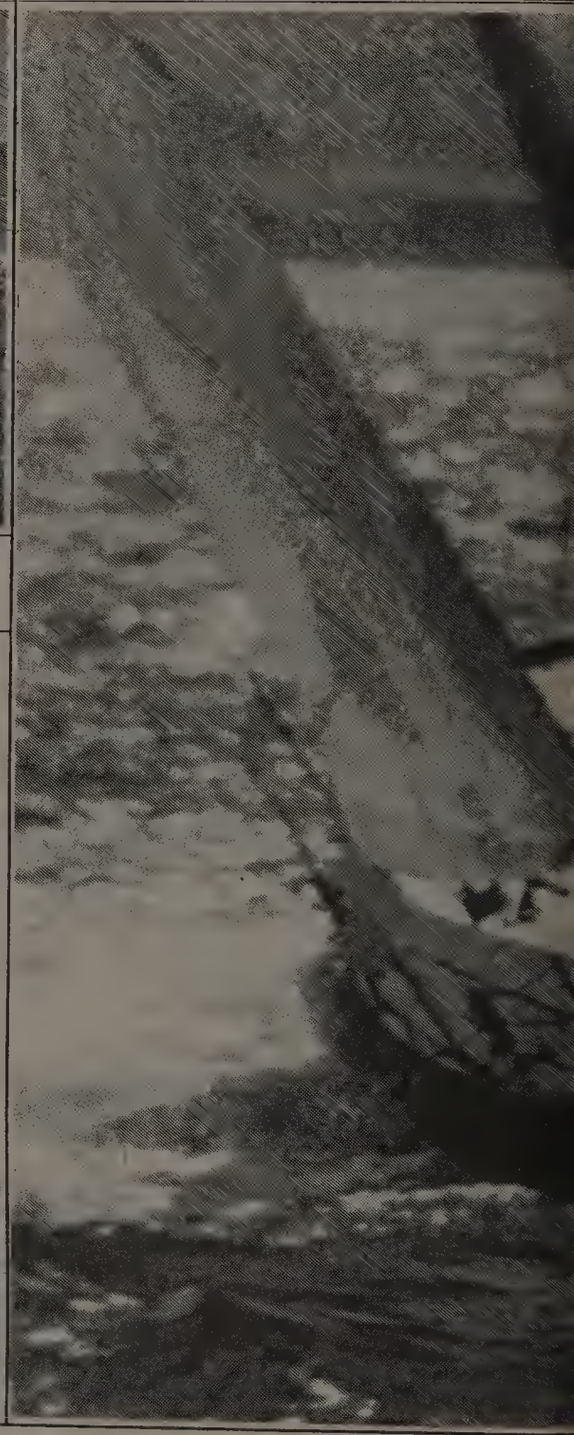
The only excuse noted for the — what, 3 or 4-year lapse? — was "a manufacturing problem which our routine quality control procedures fixed. The safety of the product was never affected."

As before, you'll need a prescription to get the scopolamine patches, but that





Coming soon to a regatta near you, clockwise from above: 'Thursday's Child', 'Infinity', 'Bagheera', and 'Blue Chip'.



is back!

shouldn't be a big deal unless you're very young or very old. The product should also not be used by people with glaucoma, difficulty urinating or an allergy to scopolamine. You should also remember that it can cause dryness of the mouth, blurred vision or drowsiness. No driving heavy machinery while using the patch.

We also respectfully remind readers to *FOLLOW THE INSTRUCTIONS!* when using scopolmine patches. We don't think we've ever seen a legal substance more abused. That is to say, don't go swimming with the patch, don't put on more than

continued middle of next sightings page

new boats — cont'd

sailing biz — among our other functions, we're kind of the 'barometer' of the Bay Area sailing industry.

Another way we can tell that sailing is on the upswing along with the rest of the economy is the influx of boats new to the region. They're popping up faster than wildflowers on Mt. Tam this spring! (Okay, we've only heard about the floral explosion second hand — we've become card-carrying workaholics lately.) It's getting hard to keep track of all these new boats, but we did manage to get the lowdown on three fairly high-profile programs — and one fairly low — you'll see around the Bay soon:

Walt Logan's squeaky new Farr 40 ***Blue Chip*** enjoyed a successful debut at the Big Daddy Regatta last month, posting a pair of bullets in Saturday's 'real' races before going the wrong way in the just-for-fun pursuit race. With Quantum sailmaker Seadon Wijsen calling tactics

continued on outside column of next sightings page

new boats — cont'd

and a core crew from Logan's previous steed, a Mumm 36 of the same name, *Blue Chip* looked invincible right out of the box — which could spell trouble for the other hot 40-footers on the Bay. Fortunately for them, Logan's sleek new machine will be gone most of the summer, sailing the Pacific Cup in July and the Kenwood Cup in August before returning for the Big Boat Series. An East Coast winter tour is also in the cards, contingent on selling the Mumm 36. "There should be a pretty healthy one design class by the next Key West Race Week," said Walt, who in 'real life' is the chairman of a stock brokerage firm in San Francisco.

Blue Chip is the 21st Farr 40 to roll out of Barry Carroll's Rhode Island shop so far. There are currently a dozen more back-ordered, including one for John Kilroy (son of maxi legend Jim) of Los Angeles. Hawaii's Doug Taylor already owns one, and it's still possible that other Bay Area owners may come forward. "I really hope the class catches on out here — they're great boats," enthused Walt. "The Farr is actually simpler and easier to sail than the Mumm, especially because it doesn't have runners. The wheel is taking a bit of getting used to, but I think in the end I'll like it better than a tiller. The non-overlapping jibs are nice, too — the boat is lively even in light air, which was kind of a surprise.

continued on outside column of next sightings page

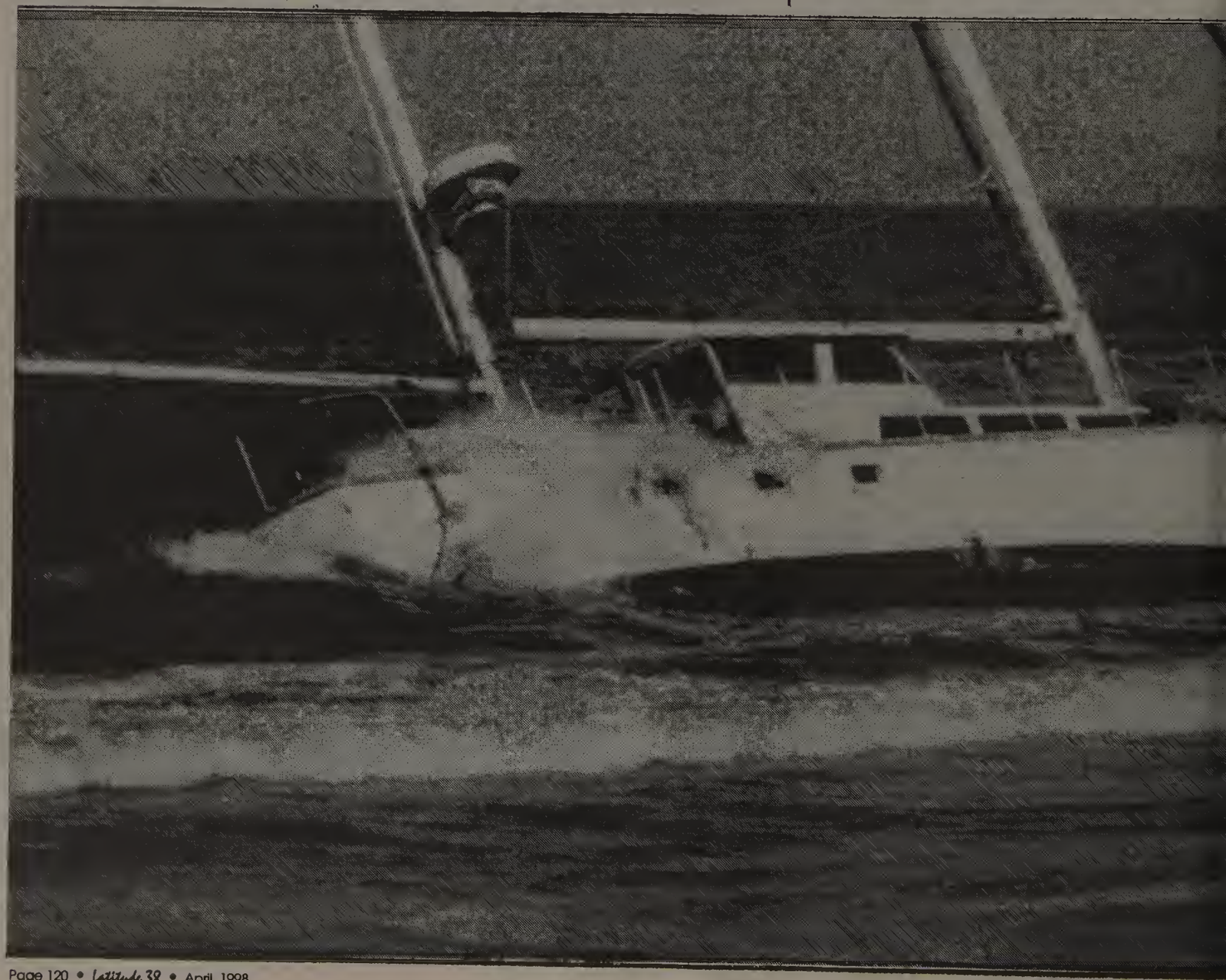
scop is back

one patch at a time and don't touch your eyes or other sensitive body areas after you've handled the patch. Like the doctor on the boat in the middle of the Pacific who one day said to the skipper, "I'm going to die." Turns out he'd rubbed one of his eyes after putting 'the patch' on. When he looked in the mirror a while later and

the boat that

It was a dark and stormy night *and* Friday the 13th last month, a volatile combination that conspired to part the mooring line on the 55-ft ferrocement ketch *Sea Hawk*. She came ashore about a half-mile east of Municipal Wharf #2 in Monterey.

This is the scene that greeted beachcombers — and the owner — the next



— cont'd

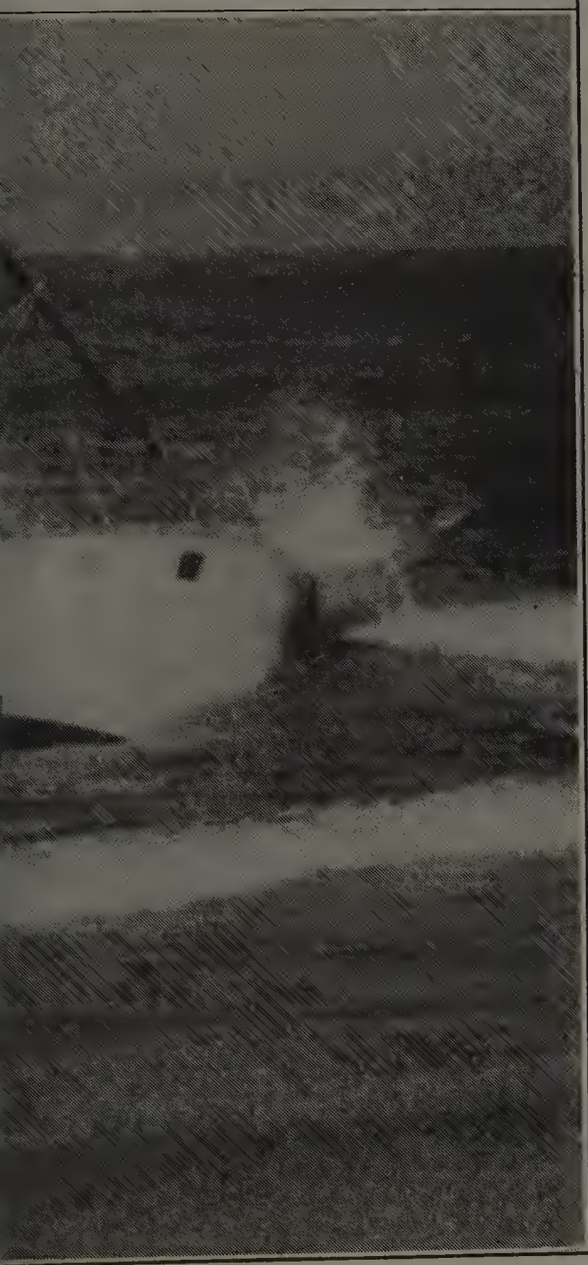
noticed one eye was dilated, the first thing that came to mind was "brain hemmorage." He was okay, of course, but the professional skipper delivering his boat almost had a heart attack.

If you have any questions regarding Transderm Scop®, Novartis asks that you call (800) 398-5876.

wouldn't move

morning. Unfortunately, by the time help arrived, *Sea Hawk* was so firmly mired that she couldn't be freed by land or sea.

At this writing, a week and a half later, the Department of Boating and Waterways Engineering Division has surveyed the situation and think they can extricate the boat. We'll let you know how it all turned out next month.



new boats — cont'd

It accelerates really fast and is a real pleasure to sail."

Another 'hot ticket' that just arrived at Nelson's Marine is the N/M 49 ***Infinity***, which boat junkie Bob Garvie recently purchased from New York. After selling his Mumm 30 *Bullsette* (which is a story for another day), Bob entertained a bunch of different ideas before pulling the trigger on the pristine green '93 Cookson-built design. Under former owner John Thomson (who is now dominating the Farr 40 circuit), *Infinity* was the boat to beat on the East Coast for several years. Probably her finest hour came in 1996, when she was the top individual scorer at the Kenwood Cup. "There's still plenty of life left in that boat," said Dee Smith, who will help Garvie, a Tahoe-based entrepreneur, get the project up and running. "*Infinity* was ahead of its time, and superbly maintained and updated by one of the premiere owners in the world."

Garvie's plans include sailing the usual local races, plus a trip to Southern California in June for Long Beach Race Week and Golison Race Week. "Bob's emphasis with this boat will be on fun," said Dee. "And with 12-14 people in the crew, there should be plenty of room to bring along lots of friends." Meanwhile, Hasso Plattner is reactivating his baby *Morning Glory*, a R/P 50, to give Garvie some competition, and Sy Kleinman may even dust off his Schumacher 54 *Swiftsure II* to join the fray.

Another famous boat currently in transit to its new home on the Bay is the Open 60 ***Thursday's Child***, which former multihuller Mike Reppy (*Nai'a*) recently bought in St. Augustine, Florida. He and Bob Dixon, Scott Shaffer and Jason Winkle are back there now preparing the boat for the sail to San Diego, where it will undergo remodelling. Hopefully, the *Child* will materialize here in time for its first scheduled race, the doublehanded division of the Pacific Cup. Designed by Paul Lindenburg for owner Warren Luhrs, the *Child* was built by Bergstrom and Ridder in 1983. After winning the OSTAR in 1984 in record time, Luhrs and *Thursday's Child* went on to achieve even more fame as the first boat to break *Flying Cloud*'s record from New York to San Francisco in 1989. They knocked nine days off the record, finishing in 80 days, 18 hours — which now seems downright lethargic compared to the new generation of 60-footers that just finished The Gold Race. The *Child*'s last race was the BOC in '94-'95, under Arnet Taylor.

Reppy, a Mill Valley physical therapist and ardent marine conservationist, will use the new boat as a platform to promote the Earth Island Institute and to carry on his personal crusade to save dolphins and whales. "This is the beginning of another chapter in our fight to save our threatened marine mammal friends," said Reppy. "*Thursday's Child* is a proven campaigner and winner that's presently in rough shape. She needs a lot of TLC, but basically she's a beauty of a boat with great potential. I hope we can live up to, and add to, her legend."

See *Race Notes* to learn more about other racing boats that will arrive soon in San Francisco, including the first of the hot new 1D-35s and three more J/105s, which brings that still-growing fleet up to 21 boats on the Bay.

On the 'lower-tech' end of the scale — in fact, 'new' only in the sense of recently being acquired by Jonathan Freidberg and Becky Waegell of Sacramento, is the 72-ft Alden schooner *Bagheera*. Built in 1924 at Boothbay, Maine, for millionaire Marion Eppley of Newport, Rhode Island, *Bagheera* represents a time when unlimited wealth and classical tastes combined to produce some of the finest vessels in the history of yachting — and yacht racing: for many years, *Bagheera* was the boat to beat in campaigns from the Great Lakes to the Bahamas.

The boat eventually made her way to the West Coast. She was extensively rebuilt in San Diego in the mid-'80s, and for the last 10 years has been a familiar sight on charters, whale watching cruises, and at classic yacht races. Now, after another rebuild, she's headed north to San Francisco where she'll once again enter the local charter trade.

And these are only a few of the more 'visible' boats new to the Bay. As Austin Powers, international man of mystery, would say, "Things are happening, baby."

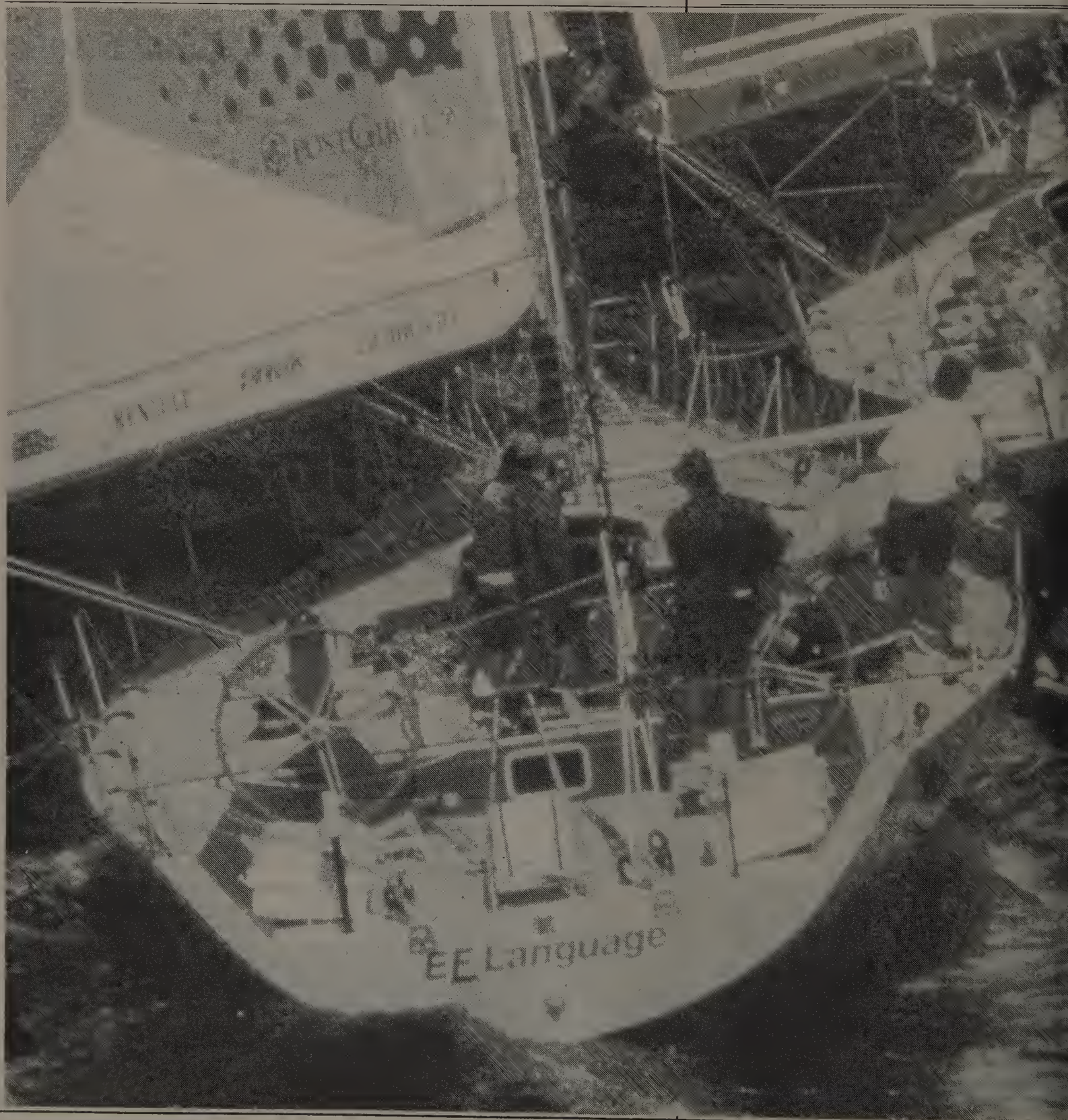
ef language wins whitbread race!

Well, not quite yet. There are still three legs of the '97-'98 Whitbread Race left to go before the fat lady sings, but only a fool would bet against Paul Cayard and the good ship *EF Language* at this point. As we went to press, our heroes were in a familiar position — at the head of the fleet, and opening up their lead at each 6-hour sked. With about 1,500 miles of straight-line reaching and running to the Fort Lauderdale fin-

continued on outside column of next sightings page

star of

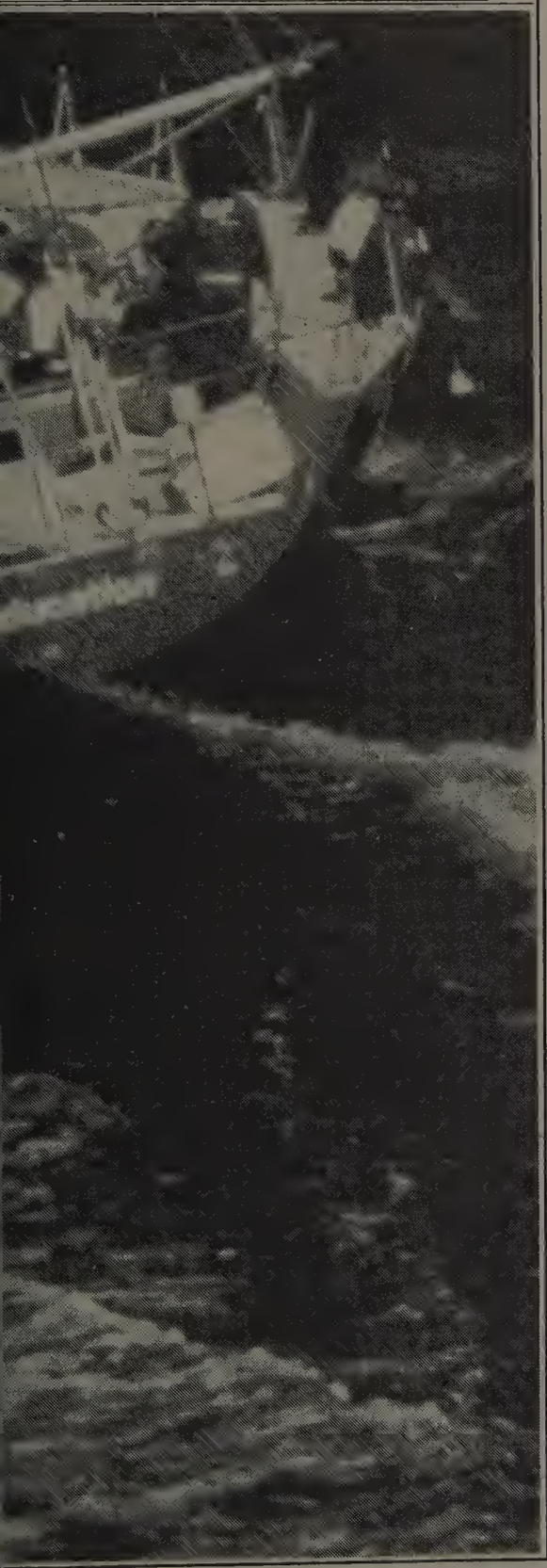
In reading about last month's auction of John F. Kennedy memorabilia in New York, we were intrigued to note that his 22-ft sloop *Flash II* — which looks an awful lot like an early, wooden Star — was withdrawn from the sale when it, ahem, *failed to sell for $800,000. . . ONE THIRD*



camelot

OF THE HOPED-FOR PRICE!

Now, we were as big of JFK fans as anyone else. If we'd have been old enough, we probably would have even voted for him. But come on, folks. A Star for $2 million? You could buy half the North American fleet for that.



whitbread — cont'd

ish line, Cayard's crusaders are in good shape to preserve, if not extend, their already substantial overall lead.

After the weird ending of Leg V (two DNFs, one DSQ and lots of whining), racers in the 9-boat fleet were happy to head to sea again on March 14 for the 4,750-mile sprint from São Sebastião to Florida. The leg began quickly, with everyone knocking off 1,500 miles in the first five days. *EFL* survived a scary moment on the second night when driver Steve Erickson buried the bow three feet under water during a 37-knot puff. "I thought that was it, that the rig was gone," e-mailed Cayard. Somehow, the boat didn't even broach, but the near-roundown wiped out the starboard stanchions and spilled six sails overboard. Fortunately, all the sails were wrestled back aboard and the mast wasn't tweaked.

After a week of drag racing, the fleet condensed as it approached the Doldrums, with just 33 miles separating first from last. After sweltering near the Equator for several days (even the water was a toasty 88°), the boats broke out of the Doldrums into the northeast trades, with *EFL* leading the charge. It was an impressive comeback — Cayard had been sailing conservatively until then, taking a middle-of-the road course that had him behind *Silk Cut* and *Toshiba*. When the brakes went on, Cayard simply sailed up to and through his rivals. Other than some complaints about their freeze-dried food — the humidity seems to have somehow rendered it tasteless — life is obviously pretty cheery aboard *EFL*.

The last time we checked the excellent Whitbread website (*www.whitbread.org*), *EFL* was 23 miles ahead of *Silk Cut* and extending. With eight new sails, including a new heavier Code 0 'whomper', Cayard appears untouchable on the power-reach up the Caribbean and the run home to Florida. In his e-mail musings, Cayard seems concerned only by second-place *Merit Cup*, which is thought to be a better boat if the conditions go light. Barring a major reshuffle as the fleet passes through the calmer waters of the Bahamas, *EFL* should have finished, hopefully first, several days before this issue hits the docks.

The next leg, a quick 870-mile dash up to Baltimore/Annapolis, starts on April 19. The last two legs are set for May 3 (3,390 miles from Annapolis to New Rochelle, France) and May 22 (450 miles to the finish at Southampton, England). In June, Cayard will be able to get back to business on his other project, *AmericaOne*'s quest to win the America's Cup. Cayard's amazing performance in the Whitbread Race hasn't gone unnoticed by corporate America — apparently a major Silicon Valley company is just about to announce their sponsorship of his America's Cup syndicate. We'll keep you posted.

OVERALL STANDINGS (after 5 of 9 legs) — 1) **EF Language**, 507 points; 2) **Merit Cup**, 411; 3) **Swedish Match**, 404; 4) **Chessie Racing**, 399; 5) **Innovation Kvaerner**, 372; 6) **Toshiba**, 299; 7) **Silk Cut**, 284; 8) **BrunelSunergy**, 215; 9) **EF Education**, 126.

LEG VI STANDINGS (as of March 24) — 1) **EF Language**; 2) **Silk Cut**, 23 miles behind; 3) **Innovation Kvaerner**, 39; 4) **Swedish Match**, 46; 5) **Merit Cup**, 52; 6) **Chessie Racing**, 78; 7) **Toshiba**, 97; 8) **BrunelSunergy**, 126; 9) **EF Education**, 170.

sail expo — these are the good old days

"I thought the good old days were gone, but they have returned in Sail Expo. This is a great place to have a sailboat show!"

So spoke J-Boat co-founder Bob Johnstone of the1997 Sail Expo at Jack London Square. He's looking forward to coming back for the 1998 version, scheduled for April 23-27 — and so is just about every other exhibitor, plus a whole bunch more who have gotten the word.

And the word is, don't miss it. If you buy, sell, covet, live and/or breath boats, Oakland, California at the end of April is Mecca, brother. Covet away — This is the biggest sail-only boat show west of the Mississippi, with more products, services and boats on display than you'll

continued on outside column of next sightings page

boat show — cont'd

find anywhere else. And if it's anything like last years, us Californian's may be in the minority. Last year, Jim Merrill of Pacific Seacraft said, "We met enthusiastic sailors from 10 western states!"

Test-sailing sport boats at last year's SAIL EXPO.

By now you've found the full-color insert in this issue. That will give you times and dates for all the various exhibits, displays and seminars — many of which have been added or expanded upon from last year.

A boat show isn't much without boats, though, and SAIL EXPO has over 50 new ones in the water for your inspection, in addition to about a zillion dinghies, trailer sailers, sportboats, beach cats and so on under the 'big top'. Here's a few that caught our attention:

Big Boats

Radiance — Blending tradition and modernity in possibly the loveliest package imaginable is this breathtaking 72-ft *Ticonderoga* recreation from Legendary Yachts in Washington. The designer is L. Francis Herreschoff, the frames are steel and the attention to detail must be seen to be believed. Be sure to pick up your free drool bib before boarding.

Stellar 52 — "A great new yacht for the world's oceans," probably seemed like a pretty natural 'catchphrase' for this boat when Passgemaker Yachts of Seattle first saw Bob Perry's newest design. And if you're going cruising, you couldn't ask for more amenities. Included are roller furling on all sails, Radar, bow thruster, all electronics interfaced, heating *and* air conditioning. . . the list goes on an on.

California Challenge — This boat's not for sale, but if you have any interest in high-end sailing of the type practiced at the BOC or Vendée Globe Race, you have to check this boat out. Designed by Australian David Lyons and sailed in the 1994 BOC race as *Newcastle Australia*, the renamed 50-footer is now being readied for Around Alone (formerly the BOC), which starts in September in Charleston. Southern California skipper Brad Van Liew will be on hand to answer your questions.

Other Big Boats Not to Miss — Santa Cruz 52, Oyster 485, Bavaria 46E and the new C&C 110.

Little Boats

Hobie TriFoiler — still the fastest production sailboat on the planet.

Ken Gardiner — Ken started carving half-models for friends about 20 years ago. Today he is among the premier model makers in the world. (Many of the models and half models displayed at the St. Francis and other yacht clubs are his creations.)

Jim DeWitt — As well as displaying his popular paintings, Jim will be showing off his latest design, an 8-ft sailing dinghy.

Zefyr 43 — You've seen the pictures and maybe even the videos of the boat that looks like the result of a romantic tryst between a trimaran and a promiscuous airplane. This mid-size trimaran with the famous Walker Wingsail rig won't be at the show, unfortunately (although the first boat will be in Southern California in May). However, Zephyr will

continued on outside column of next sightings page

The boys at Furtwangen Technical University in Germany have come up with the perfect solution for the person who desires something a little more real than a computerized 'virtual' circumnavigation, but who nonetheless doesn't want to get wet or leave the comfort of their home. We call it 'virtual circumnavigation-plus'.

The first thing you'd need for VCP is a Dick Newick-designed 36-ft trimaran like the one that the Furtwangen crowd will sail around the world — we're not making this up — without any crew aboard. The nine-leg voyage will be controlled en-

tirely from the Internet. Well, not entirely. Real human beings will climb aboard and control the craft in restricted waters and when it arrives and departs port.

All an owner of such a craft would have to do is 'tell' the boat to sail to Hawaii, Tahiti, the South of France — and then fly there to meet it. After hanging around, entertaining guests, he/she could send it off somewhere else. You could literally do a whole circumnavigation without risking permanent finger damage from pressing too many GPS buttons.

VCP. Remember where you read it first.

dos lobos — cont'd

have a booth where you can check out a scale model of the wild rig that may well be "the future of sailing."

Special Events

For the second year, *WoodenBoat* magazine has put out *The WoodenBoat Challenge*, which will pit as many as 16 teams against one another to design, build and sail a small boat over a prescribed course. Don't worry, it's not very far. Your material list is limited to three 4X8 sheets of plywood, two 2X4s, sheetrock screws, a few other boards — and an unlimited supply of your favorite adhesive or sealant. The only power tools allowed are a drill and sabre (not circular) saw. It sounds like a kick and a half to us. But we gotta warn ya, you better be satisfied with second place, cause' we're planning to be there.

continued on outside column of next sightings page

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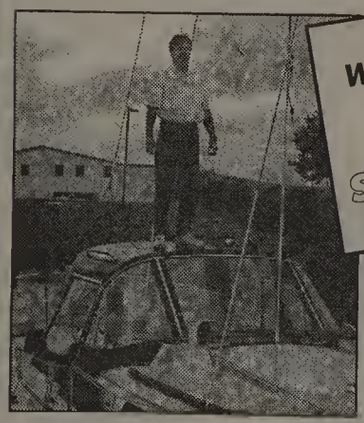

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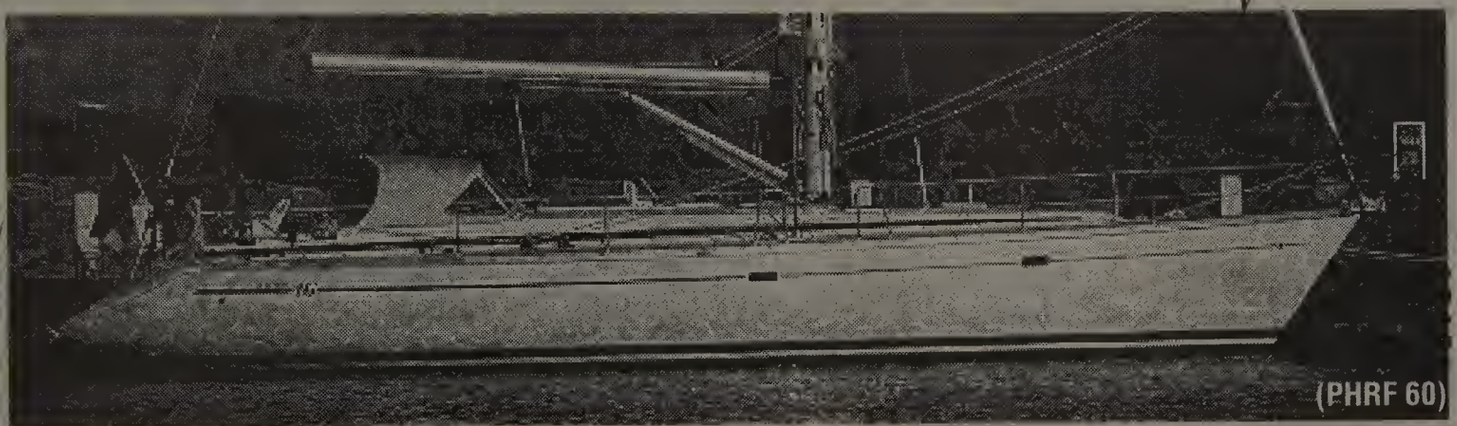

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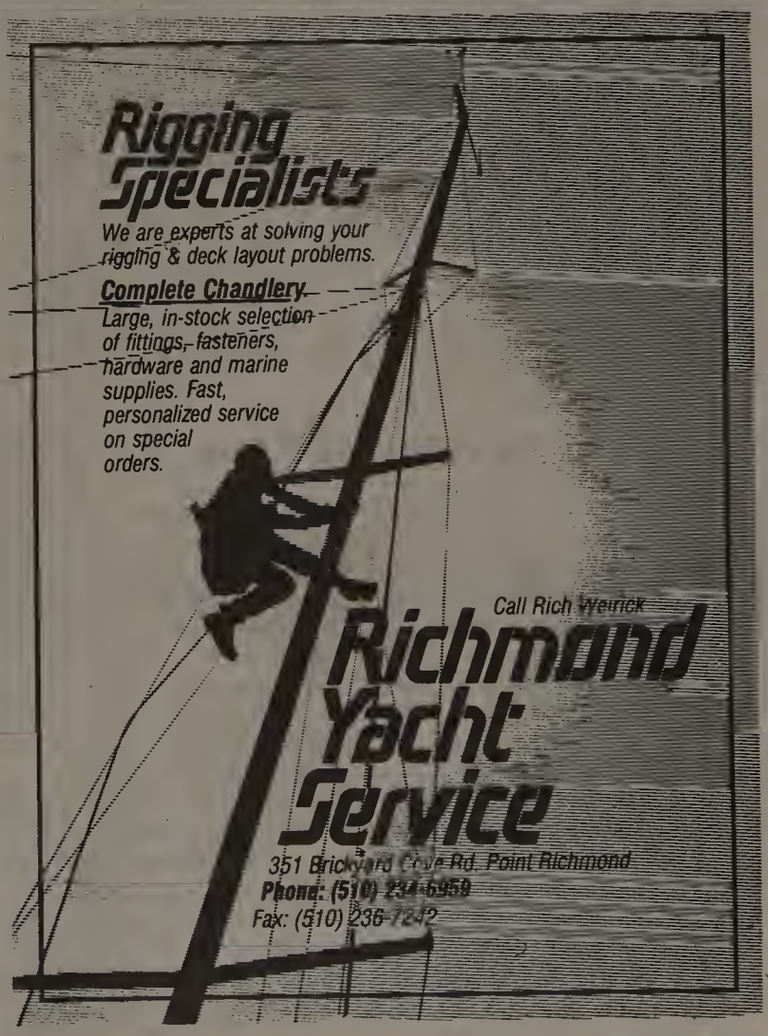

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boat show — cont'd

Sailboat Rides — There will be more opportunities than ever for kids of all ages to get out on the water during the show. The Encinal YC is hosting a fun regatta for 'real' kids, ages 8-18 on April 25-26. For a $2 donation, bigger 'kids' can take a pleasant ride on a wide variety of boats. (Proceeds will benefit the Bay Area Association of Disabled Sailors.) Hunter will also be taking people out for demonstration sails, and the "Take the Helm" series of clinics sponsored by the National Women's Sailing Association will combine shoreside clinics with on-the-water training.

Book Signings — JJ Isler will be signing copies of *Sailing for Dummies*, which she co-authored with husband Peter, at the Santa Cruz Yachts slip at 1 p.m. on Saturday, April 25. Kimball Livingston will be at the Waypoint Marine booth that same weekend signing copies of his brand new edition of *Sailing the Bay*.

Seminars

Seminars at SAIL EXPO will cover the gamut of the sport, and they run pretty much all day every day from late morning to early afternoon, longer on weekends. Guest speakers this year include four-time Rolex Yachtswoman of the Year winner Betsy Alison, *SAIL* magazine editor Tom Linskey, local rigging guru Bruce Schwab, safety wizard Chuck Hawley . . . Barbara Marrett, Herb and Nancy Payson, Gordon West, and a whole lot more experts. They'll all be there imparting valuable information and taking your questions.

Saturday the 25th, the seminar series has a theme: *Sailing South — Making the Dream a Reality*. It includes topics from provisioning to safety issues and includes a live demonstration of liferaft deployment.

As with last year, we plan to spend as many days at the show as we can, so be sure to come by our booth and say 'hi'. We saw plenty of familiar faces last time — including an 'unofficial reunion' of a bunch of Baja Ha-Ha veterans. Could such a gathering be in store for this year, too? Guess we'll just have to wait and see. (Just in case, we'll have some extra 'Some Like It Hot' T-shirts on sale in addition to the usual 'Latitude' ones.

Show times at Jack London Square are 10 a.m. to 6 p.m. Thursday through Sunday, and 10 a.m. to 3 p.m. on Monday. Advance tickets, which must be ordered by April 15, are $8 for adults for the day, or $15 for two days. They'll be more at the door. Kids under 12 are free.

To obtain advance tickets, call (800) 817-7245. For the most up-to-date information on the show itself, log onto the website at *www.sailexpo.com*. That's also the best place to find listings for local hotels if you're coming from out of the area.

See you there!

the good and the bad of mexico

Anybody who has cruised Mexico knows how warm and friendly the people can be. Take Blair Grinoles of the Vallejo-based 45-foot catamaran *Capricorn Cat*. While in San Carlos last November, he got a nasty gash in his shin. By the time he got to Z-town six weeks later, it was getting worse rather than better. Fellow cruisers convinced Blair to see a doctor, and before he knew it, he was lying in a hospital bed at Clinica Maciel, a private clinic located behind the big market. The cruisers rallied, as cruisers do, to help Blair out. They picked up his wife Joannie at the airport, they looked after his catamaran, and they took care of a few errands that were worrying Blair.

Joannie was surprised to learn she'd be visiting Blair in the hospital, but went straight there with her bags. Suffering from a serious case of bronchitis, she was on medication and exhausted. When she arrived at the clinic, she found Blair in a bright, air-conditioned private room with bath, shower, color TV (Spanish only), and a comfortable couch for visitors. The clinic is owned and operated by Jesus Maciel, a general surgeon, and his wife Lety, who have earned a reputation

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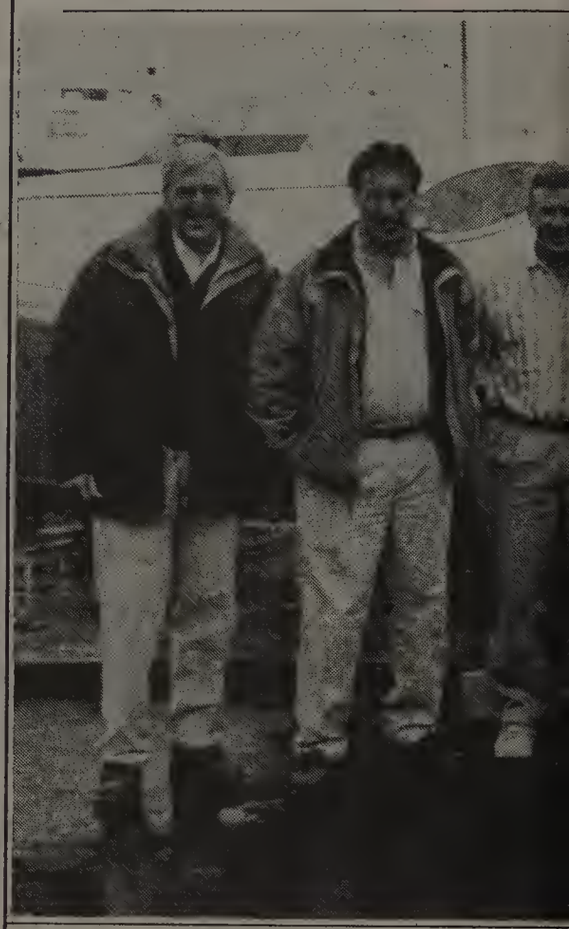

road

Who were those unmasked men? And why were they loitering around in a parking lot in Warren, Rhode Island, one rainy afternoon last month?

It was a certainly a distinguished group, one which included most of the movers-and-shakers of the West Coast sailmaking industry. From left, they were: Bob Johnstone (J/Boats co-founder), Bob Ross (J/Boats, Seattle), John Gladstone (North Sails, San Diego), Don Trask (J/Boats, San Francisco), Seadon Wijsen (Quantum Sails, San Francisco), Brian Huse (Quantum Sails, Seattle), Tom Leweck (at large), Keith Kilpatrick (North Sails, Long Beach), Bill Herrschaft (North Sails, Marina del Rey), Jeff Johnstone (J/Boats president), Rod Johnstone (J/Boats co-founder), Gary Weisman (North Sails, San Diego), Chris Shining (North Sails, San Francisco), Dave Ullman (Ullman Sails, Newport Beach), Jeff Trask (J/

china cabin

They were a short-lived breed, the great Pacific Mail sidewheelers of post-Civil War America. Only four were built: the SS *China*, *America*, *Japan* and *Great Repub-*

trip

Boats, Newport Beach), Bill Menninger (UK Sails, Newport Beach) and Jeff Brown (J/Boats, Newport Beach).

The purpose of the top-secret summit meeting was to finalize the merger of the West Coast sail lofts of UK, Quantum, North and Ullman into one gigantic, evil corporate conglomerate to be called UKQUANORULL™. "We're going to corner the market west of the Mississippi," said one of the sailmakers. "Once the monopoly is in place, we'll be able to dramatically increase the cost of sails to the consumer." We've risked our career (and maybe even our life) breaking this story but, hey, it's our duty as journalists to warn you readers of this impending scam.

Ha ha. . . *April Fool's!* Had you going, didn't we? Next month, we'll tell you what was really going on — and you win a cigar if you suspect the trip had something to do with J/Boats.

anniversary

lic, all William Webb ships out of the famous New York yard. All were auxiliary steamers stretching more than 300 feet

continued middle of next sightings page

over the years for taking good care of cruisers. While neither is fluent in English, they manage to perfectly understand their patients' needs.

When Dr. Maciel learned that Joannie was also sick, he invited her to stay in the same room as Blair — on the condition, he told her with a wink, that she sleep in the other bed so Blair could concentrate on getting well. Lety served delicious meals to both of the Grinoles for the three days it took for Blair's leg to heal. The Grinoles happened to be in the clinic over New Years, so naturally Dr. Maciel invited Blair and Joannie to join his family's backyard *fiesta*. And they rigged up a hammock so Blair could enjoy it.

According to Betty and Mike Forester of *Finisterre II*, who provided all this information, the hospital stay cost less than a room at an Ixtapa hotel. And that there was no charge for Joannie's stay. This is typical of small town Mexican hospitality. That's the good news from Mexico.

The bad news from Mexico is that the Grinoles' *Capricorn Cat*, while anchored at Caleta de Campos / Bufadero between Manzanillo and Z-town, was boarded and robbed by two armed men. It happened in the wee hours of March 1. If you've read this month's *Letters*, you know that three other cruising boats fled Caleta de Campos / Bufadero after being told that one of them had better buy a GPS and some charts — "or else!"

According to Steven and Judy Kerhoff of the Newport 27 *Magic Moments* — who were aboard *Capricorn Cat* that night — this is what happened: They pulled into Caleta de Campos / Bufadero just before sundown, had cocktails and dinner, listened to the Southbound Net, then turned in. It was pitch black out, with no moon. There were two other cruising boats in the anchorage: *August Dame* and *Aphrodites*.

At about 0130, Blair and a crewman named Joe in the port hull were awakened by two armed men. The man who did most of the talking had what appeared to be a .45 automatic handgun. The more nervous one had what appeared to be an AK47-type weapon. Both had been drinking but weren't stumbling drunk. While the men were of

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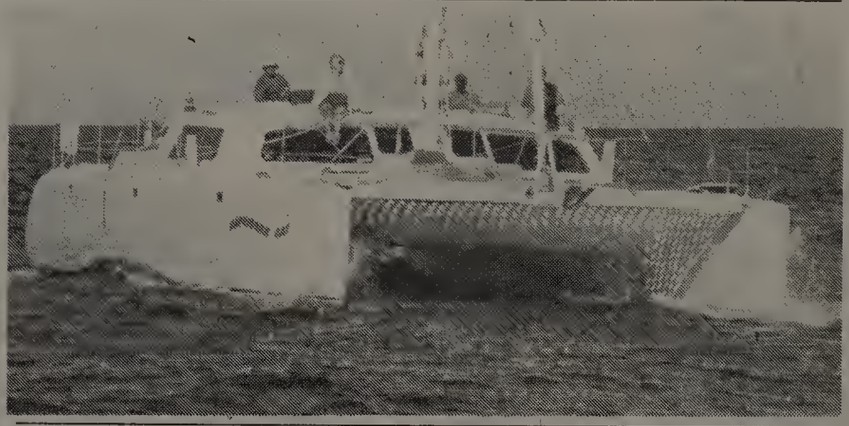
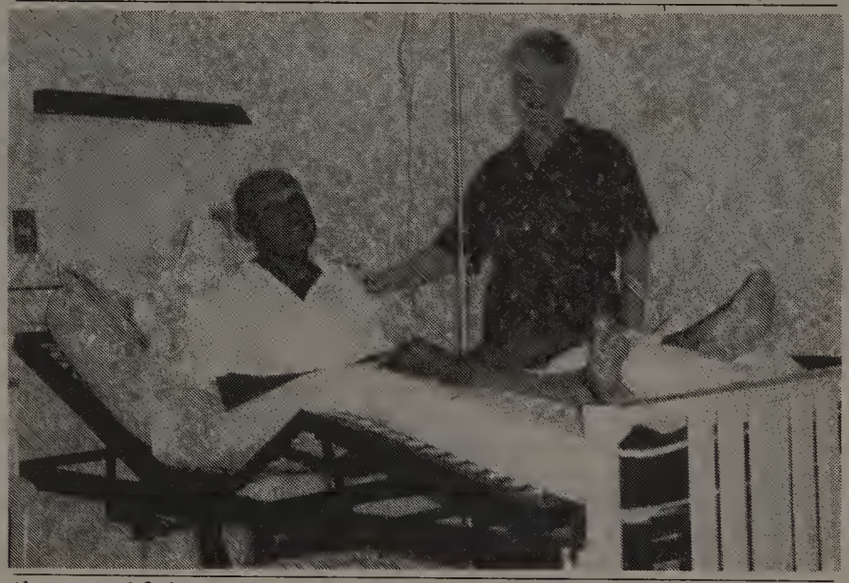
mexico — cont'd

typical Mexican appearance, they looked more like military or police than fishermen. Further, they seemed experienced at pawing through various duffel bags. When they left, their engine was very quiet, unlike





Above, 'Capricorn Cat.' Below, Blair andJoannie in the clinic.

the typical fisherman's 40-hp Yamaha. The crew of *Capricorn Cat* were later told the men might well have been police or military because it's so hard for anyone else in Mexico to get guns.

In any event, the men demanded money and appeared shocked that the boat didn't have buckets of cash. Steven, in the starboard hull with wife Judy, looked around the corner and saw what was going on. When a light came their way, he called out, not wanting to shock the thieves into firing their weapons. One thief repeatedly told Steven to go over to the port hull next to Blair. Steven refused each time, finally pointing to the starboard hull and saying, "*Mi espousa.*"

Here's the typical Mexican part. The thief, who only spoke a little English, put down his weapon, went over to Steven and patted him on the back, and indicated he should stand with his wife. By this time — about 20 minutes into the robbery — it was pretty clear that the robbers weren't into violence. Ultimately they left with about $500 U.S. in cash and whatever they could quickly grab on the way out, which consisted of some binoculars, a camera and Nicol Hill's purse. Nicol, who had decided to bunk on the forward trampoline, slept through the entire incident.

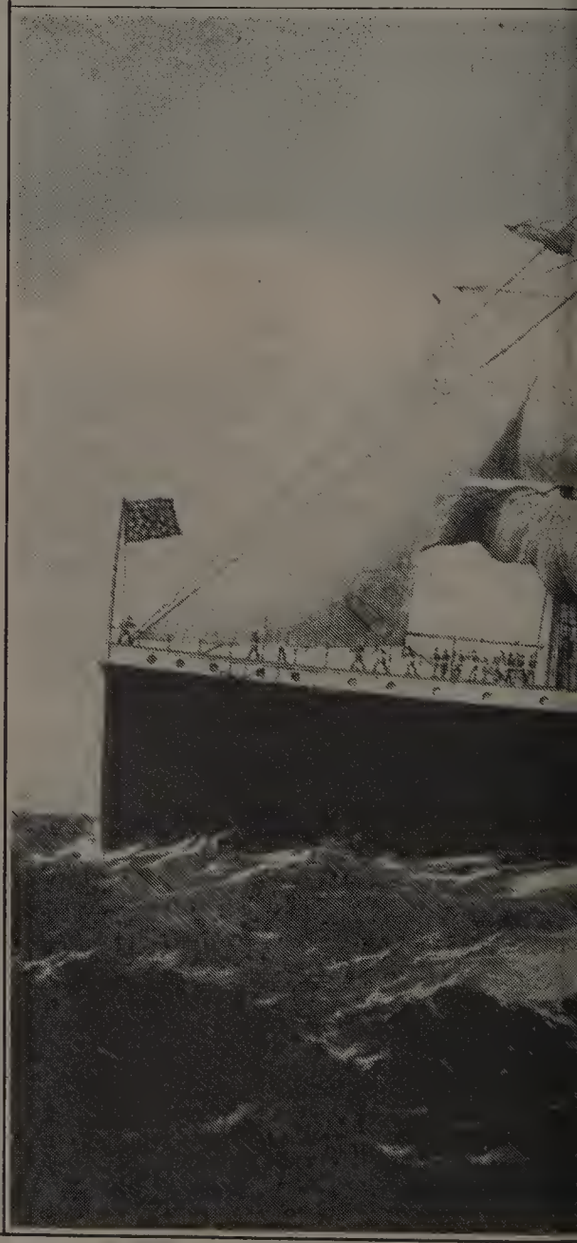
After the robbers left, *Capricorn Cat* blew their horn to warn the other boats of what had happened. All three boats immediately left the anchorage. In discussing the incident during the next few days, everyone agreed they reacted about as wisely as possible. "Dollars can be replaced," Blair said, speaking for everyone. While nobody likes having

continued on outside column of next sightings page

china cabin

and displacing 4,000 tons — the largest wooden ships ever built. (Their size was a function of coal-carrying capacity to make the trans-Pacific run.) All carried square-rigged masts and sails, which were rarely used. Primary power came from the vertical beam engines running the gigantic 'walking beam' that powered the paddlewheels on either side. They were also among the most elegant passenger ships ever built, with sumptuous accommodations aboard for 500 first and second-class passengers, and somewhat less luxurious ones, for the 800 folks back in steerage.

Unfortunately, wood construction imposed certain limitations on size, running costs and longevity. (This was compounded by the fact that, for years following the Civil War, the only wood available for boatbuilding in the east was green and unseasoned, which tended to rot



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more quickly.) In fact, the reality was that the Pacific Mail sidewheelers were obsolete almost before they were launched in the late 1860s — superceded by narrower, iron-hulled ships driven by smaller, more powerful engines and vastly more efficient propellers.

Despite all that, the sidewheelers left an indelible mark on the Pacific run, and at least one of them showed amazing staying power. That would be the *China*, at 360 feet the largest wooden commercial vessel of her day and pride of the Pacific Mail Steamship Company. From 1867 to 1883, she made the 22-day San Francisco-Orient run 12 times a year. Up to and including her last run, the *China* always drew high praise for her gleaming paint, 'snowy canvas' and luxurious accommodations.

In 1884, the glory was over. Public

continued middle of next sightings page

mexico — cont'd

a gun pointed at them, the victims aren't even sure the robbers had loaded weapons. But nobody wanted to find out.

The effect on Blair was that he didn't sleep well the next couple of nights. But we're told that Blair, who reportedly took over 300 guests out snorkeling during his stay in Z-town, still loves Mexico and had a grand time at the Banderas Bay Regatta in mid March. As for Steven, he says, "I still feel safer in Mexico than I would in a big U.S. city."

Is there more crime in Mexico now? Steven says he senses there is, but perhaps it's because there are many more cruisers. He also notes that while there have been thefts and robberies in Z-town, he's not aware of any cases where there has been physical violence.

According to Dick Markie of Mazatlan Marina, robbery victims should immediately report the crime to the police, the navy — or best of all, the Bureau of Tourism. "Mexico realizes the importance of tourists feeling safe," says Markie, "so they're very aggressive about solving such crimes. They have special prosecutors who have priority in the courts. If someone who robs a tourist gets caught, he's brought before a judge the following day before anyone else."

As we mentioned in *Letters*, we at *Latitude* would like to be the clearinghouse for crimes against cruisers in Mexico — and anywhere else, for that matter. If you're the victim of a crime, please e-mail the facts to: *richard@latitude38.com* so that we can put others on the alert.

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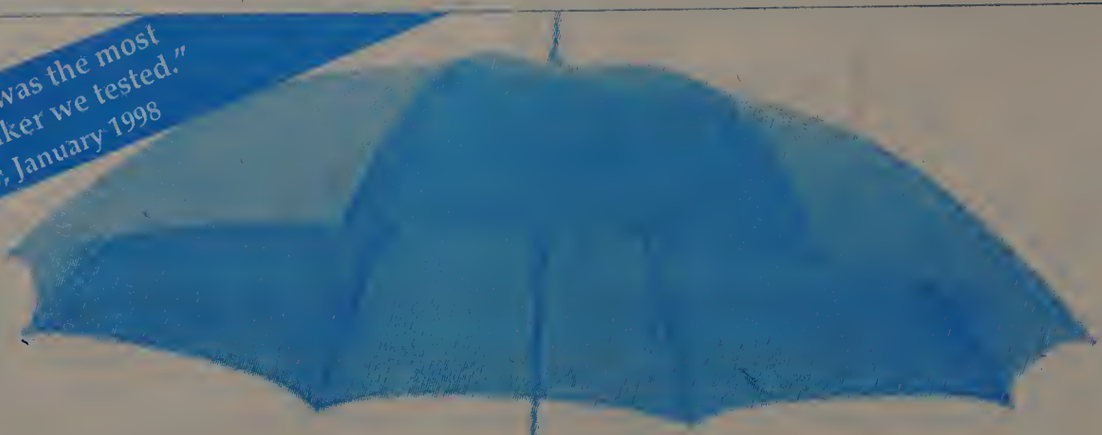

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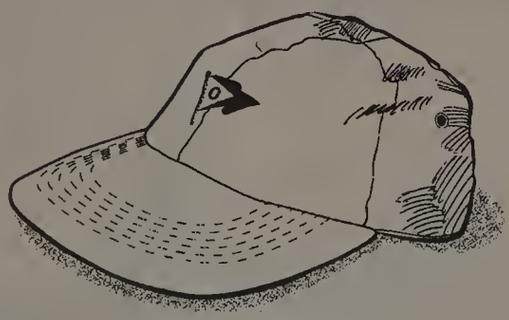

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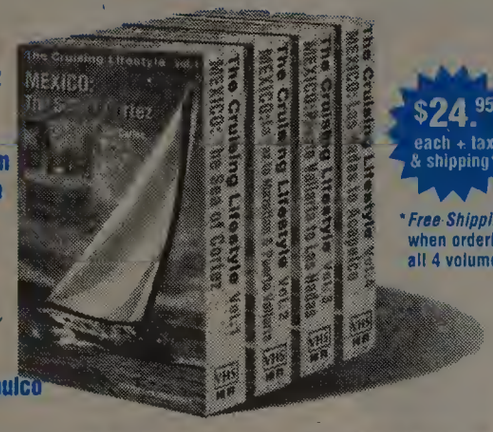

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gold bricks

Ships and sailing put San Francisco on the map. From the flashy clippers that brought supplies and people to the Gold Rush, to the hardy steam schooners that delivered the lumber that built the homes and businesses, the birth of the City by the Bay is inextricably tied to the sea. During the first two years of the Gold Rush alone, almost 40,000 people on 805 ships braved the rugged, months-long trip from eastern ports around Cape Horn to land here.

On March 15, the first of three sailboats arrived in the inaugural Gold Race, a marathon event that started in January in New York. It was called The Gold Race because the boats followed basically the same route sailed by the clippers: down the coast of South America, around Cape Horn, then the hard beat north. The first finisher, Yves Parlier's *Aquitaine Innovations*, broke the record for the 14,000-mile course. It was a magnificent accomplishment any way you look at it, from the expertise of the sailors, to the cutting-edge design of the boats, to the promise of becoming a regular event. It is the longest nonstop crewed race in the world — and the only major ocean race to finish in San Francisco. Among the accolades Parlier and his crew received were official congratulations from the office of French President Jacques Chirak, as well as a personal note of congratulations from Chirak himself.

What did San Francisco do to welcome Parlier and the crews of the two other boats that finished later in the week? Absolutely nothing. Well, unless you count getting the fireboat out to exercise its pumps.

Check it out: 90% of the media people on the dozen-boat flotilla that greeted the arrival of *Aquitaine Innovations*, Isabelle Autissier's *PRB* and Christophe Auguin's *Geodis* under the Bridge, were French. The percentage was even higher at the post-finish press conferences. Hey, as soon as the boats finished, news crews jumped on board to do *live* interviews with the skippers! (To give credit where it's due, the KGO helicopter was on scene to film the arrival of *Aquitaine*.) Neither Willie Brown nor any other City official even called in congratulations for any

Isabelle Autissier (right) was mobbed by the French press — in Tiburon.

of the boats, much less showed up at the Corinthian YC during the week the boats were there. The *San Francisco Chronicle* ran not one word about The Gold Race. But, to add insult, four days after the arrival of *Aquitaine*, the *Chron* ran a front-page photo of the return of *Hawaiian Chieftain*, a local charter boat that can be seen plying Bay waters almost every weekend during the summer. In Marin County, where the boats were docked, the *Marin Independent Journal* ran a sterile Associated Press story that contained a couple of glaring errors. At least it was something.

continued on outside column of next sightings page

china cabin

health authorities briefly converted the gutted *China* into a quarantine ship for smallpox patients. In 1886, she was hauled ashore in Tiburon and burned for her scrap metal. She was the last of her line; fire destroyed the *Japan* and *America*

in the early 1870s. The fate of the *Great Republic* is unrecorded.

Surprisingly little remains of the Pacific Mail steamers today, with one breathtaking exception. That would be the so-called *China* Cabin — the *China*'s 'social saloon' that was deemed too beautiful to burn. Before the ship's cremation, this structure was purchased by J.T. Keefe, Port Captain of the Corinthian YC. It was barged to Belvedere, set on pilings and used as a residence until 1978, when it was slated for demolition under the City's Waterfront Open Space Plan.

Fortunately, the Landmarks Society intervened to save the structure, which

21st Anniversary

not so happily

Last August, when cruisers Jim and Penny Fletcher were acquitted of charges in the murder case of West Indian water taxi operator 'Jolly Joseph' on the Caribbean island of St. Vincent, they emerged from the courtroom arm in arm, both enormously relieved after spending nine months in dank jail cells. (See *Sightings*, September 1997.)

Throughout their ordeal they remained loyal to one another, each defending the other's innocence. After their release, the Fletchers told the press they planned to put the whole experience behind them and continue their around-the-world voyage aboard their Wellington 47 *Carefree*. Those plans have now changed, as Jim

cont'd

The China Cabin in Tiburon. Left, the structure has been restored to like-new condition.

includes the staterooms of the ship's surgeon and chief engineer. The city deeded the *China* Cabin to the Society, which moved the structure to a new foundation next door.

The restoration took six years and cost $600,000, twice the original estimate. The historic structure opened to the public in 1988.

Today, the *China* Cabin has been recognized by the National Historic Trust for Historic Preservation as the only 19th Century ship's passenger cabin known to exist in the world. It is also the only known work of famed designer and shipbuilder William Webb to survive.

The *China* Cabin is open to the public April through October, Wednesdays and Sundays from 1 to 4 p.m. It's located on the water on Beach Road in Tiburon about 100 yards east of the San Francisco YC. For more information, call 435-1853.

mystery triangle

ever after

Fletcher, 50, a wealthy West Virginia industrialist, filed for divorce in February. Penny, 35, filed a countersuit shortly afterwards. Jim Fletcher recently sailed *Carefree* back to the U.S. from Trinidad, where she had been lying since the trial.

While the case brought a torrent of negative international attention to St. Vincent and the Grenadines, ultimately the judiciary and citizen jury of this former British colony are to be commended for their fairness in acquitting the Fletchers due to lack of conclusive evidence — despite the fact that most Vincentians and many Caribbean cruisers strongly doubted the couples innocence, according to island sources.

gold bricks — cont'd

TV stations did little better. Although we're not big tube watchers, we were told Channel 7 had nice coverage of *Aquitaine*'s arrival. Others, such as Channel 5, had really lame 20-second clips of the boat at the dock. No one local covered the arrivals of the second and third boats. And it wasn't because none of them knew; race officials say they spent two weeks prior to *Aquitaine*'s arrival calling all the local media to inform them of what was going on.

It was akin to holding the winter Olympics at Lake Tahoe and the local media completely ignoring it.

Why did this happen? Was it because the boats and crews were almost all French? (Maybe.) Was it because nobody in the local media gives a rat's ass about sailing? (Probably.) Was it because San Francisco is a city with no sense of its own history? (Getting warmer.)

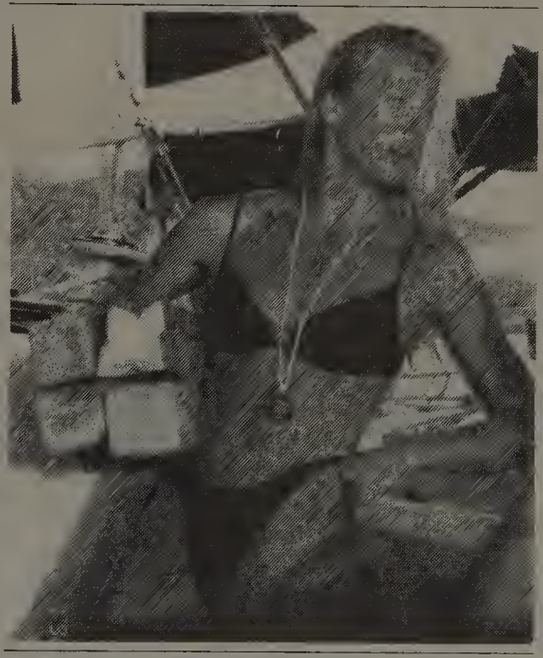
On the yacht club and personal level, the sailors of The Gold Race were shown warm hospitality. By officialdom, they were given what amounted to a snub of the first order. An insult. Local coverage of the event was for the most part equally disgraceful. (But if you wanted to know about the Iditarod dog race in Alaska, that was all over the local papers.) We feel these 'attitudes' reflected embarassingly on the whole local sailing community.

Granted, this is not France, or New Zealand, or Australia — places where sports other than football, basketball and baseball mean something. Sailing is never going to rate high with most of America. But the 13 sailors on these three boats just climbed the Mount Everest of sailing and came back down in our backyard. If nothing else, common courtesy demands that we acknowledge their feat and doff our hats.

Although Gold Race officials insist there'll be a second edition of the event, it certainly won't be because of the reception they received in San Francisco this time around.

Escape to Cuba

If you're looking for an entirely different kind of sailing experience, the Havana Cup is the event, and bizarre and beleaguered Cuba is the destination. The racing/cruising begins on May 22 from Tampa Bay and ends 276 miles later at Hemingway Marina just outside of Havana. The event will have four divisions: racing, cruising, multihull — and 'flotilla' for powerboats and others who want to join the fleet as it works it's way south along the west coast of Florida.



When you're in Cuba, Che is never far away.

The original Havana Cup was started by the venerable St. Pete YC in 1930, and was sailed for every year — except the war years — until Señor Castro took over Cuba in 1958.

The St. Pete YC has no connection whatsoever with the 'new' Havana Cup, which was begun in '94 when a flamboyant Bob Winters led a fleet of 86 boats from Sarasota to Havana. Winters quickly fell in love with Cuba and a Cuban woman, and decided to stay. He was subsequently indicted on charges of smug-

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Escape to Cuba — cont'd

gling cigars (!), his boat was confiscated, and he has nothing to do with the current event.

There were Havana Cups in '95 from Key West and '96 from St. Pete, but neither drew more than a dozen boats. Since Ocean Racing Ventures, a not-for-profit group, took over in '97, however, the event has been on the upswing. Last year 135 boats signed up and 121 actually making it to Havana. Doran Cushing of *Southwinds* sailing magazine reported that the participants all had a great time, but even more importantly got a whole new perspective on the plight of the Cuban people. "We had a whole cross-section of society in our fleet," he says, "and even the most conservative of them were greatly touched by the people they met."

Based on early entries, this year's Havana Cup will be the biggest in history. There are 200 slots, and all are expected to be taken. The entry fee is only $75 per boat and $20 per person.

As most *Latitude* readers are aware, it's perfectly legal for American citizens to sail to Cuba — although it's a violation of U.S. Treasury law to spend money to get there or while in Cuba. As a result, each entry and participant will be "fully hosted" for one week. Since nobody spends any money for visas or berthing, there is no violation of the U.S. em-

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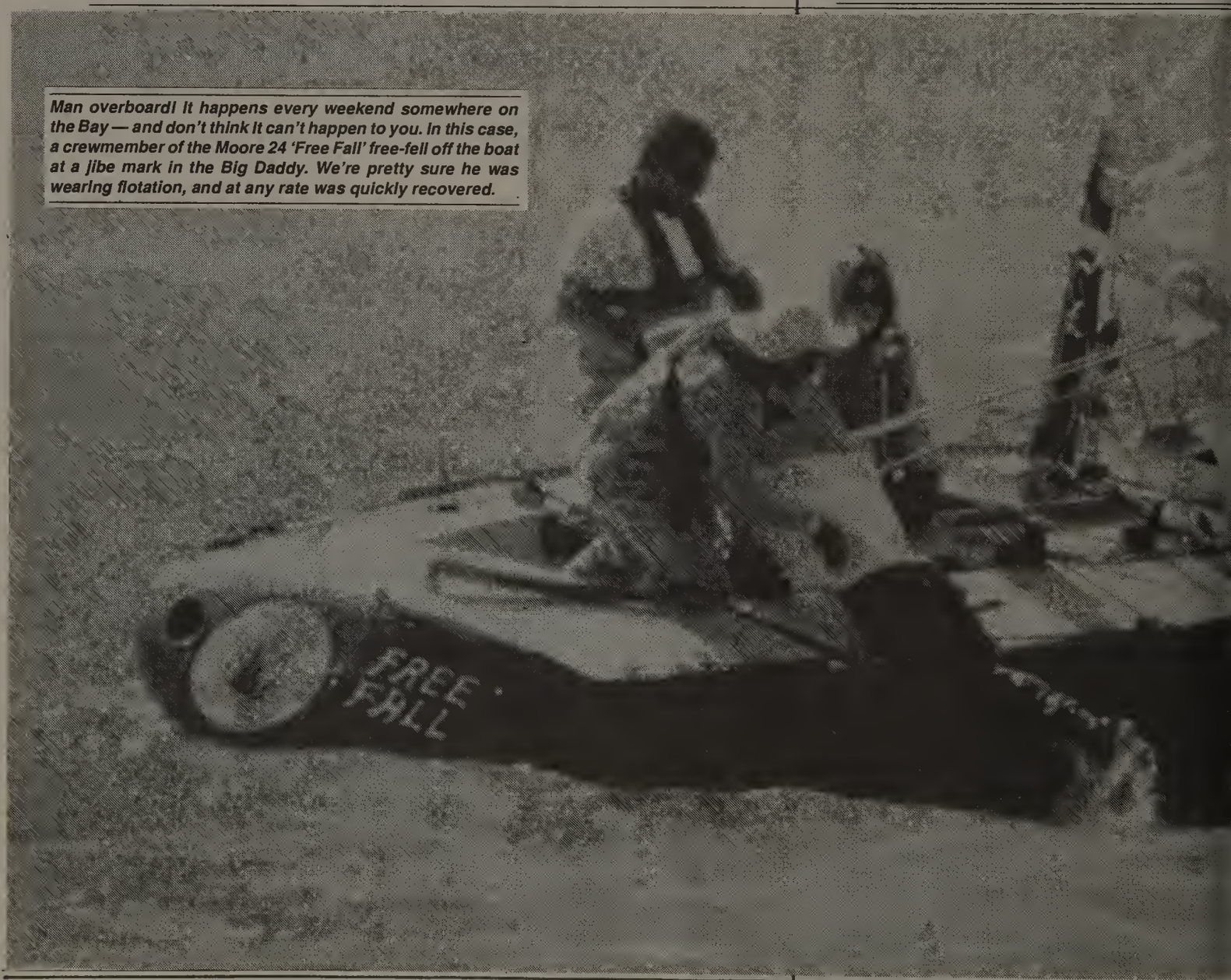
thanks

If you're using a carbureted two-stroke engine on the water these days, it might be time to consider an alternate power source. Not only are these engines inefficient and highly polluting, they may soon become illegal — at least on many lakes and reservoirs that serve as a domestic water supply for the state of California. That's how state assembly bill AB 2439, authored by Debra Bowen, D-Torrance, has been presented to the California legislative body. The measure has been in committee and probably won't come to a vote until later in the spring.

Momentum against two-strokes, of which there are some half a million in the state, has been building for a while. The older, carbureted version, which include outboards and most jet skis, will be banned on Lake Tahoe starting this June. The updated, fuel-injected two-strokes



Man overboard! It happens every weekend somewhere on the Bay — and don't think it can't happen to you. In this case, a crewmember of the Moore 24 'Free Fall' free-fell off the boat at a jibe mark in the Big Daddy. We're pretty sure he was wearing flotation, and at any rate was quickly recovered.

— cont'd

will be allowed at the Sierra fun spot, in part because they emit about 80% less pollutants and they're about 40% more fuel efficient.

These improved figures are still not enough for some people, like the board of directors of the East Bay Municipal Utility District (EBMUD). On March 10th, the board voted to ban high emission two-stroke engines on San Pablo Reservoir near Richmond as of January, 2000. They furthermore banned all gasoline-powered craft on San Pablo, which supplies drinking water to western Contra Costa County, by 2002 unless marine manufacturers can come up with a pollution-free engine. The board withheld any bans on two of its other reservoirs that allow boating, Pardee and Camanche in the foothills east of Stockton, but plans to

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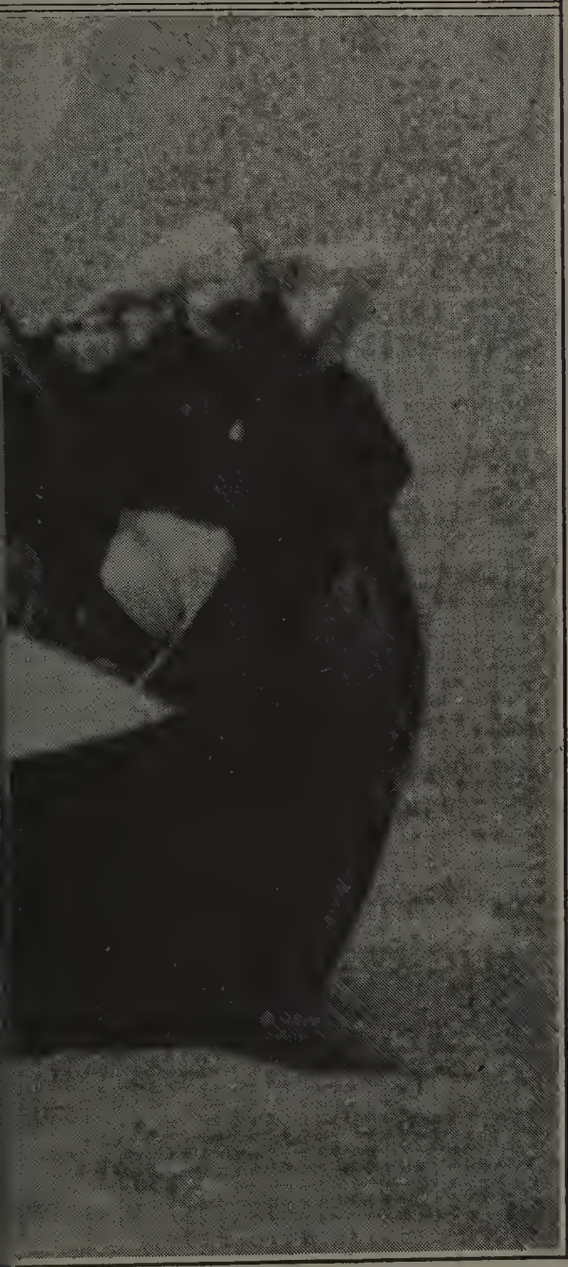

LATITUDE/ROB

Escape to Cuba — cont'd

bargo of the Worker's Paradise. And if some American were to spend some dollars on a pizza or Cuban lover, who would know any more than anybody knows what went on between our President and his intern?

Doran Cushing of *Southwinds* and Ocean Racing Ventures will be hosting a SailCuba forum in St. Petersburg on April 11, at which time speakers from U.S. Treasury, Customs, and the Coast Guard will be on hand to explain how to visit Cuba without breaking U.S. laws. It's easy, but there are a few things you need to know.

Since most *Latitude* readers don't have boats near Southern Florida, the best way to participate might be as crew. If you're interested in trying to get a berth on a participating boat, contact the Havana Cup website at *http://www.netcom.com/~icuncuba/oru.html*. They have a crew list going.

the three-bridge fiasco, or how to go the right way slowly

The morning broke sunny with low, scattered cumulus clouds. Winds were cool, out of the southeast at 7 to 11 knots, with temperatures in the high 50s. A 70-knot ebb was sweeping Alcratraz out to sea at about 3.5 knots, but as long as Treasure Island was holding firm, no one seemed concerned. Billy Ray and I left the StFYC docks at 9:45 a.m. to meander amongst the chaos of the starting area. We hovered close to Fort Mason in a slight eddy, watching the other boats fly off the line or get sucked out to sea, depending on the direction of their start. Our strategy was to linger at the yellow inflatable buoy right at zero hour and then decide where to go. Billy Ray and I both use the crisis management style of race planning — even when we have to make our own crisis (it is a fiasco, after all).

With two seconds before our start we'd been sucked down to the Gate side of the starting line and, seeing Hodgie-boy doing the same, we elected to go to Treasure Island. We short-tacked down the Cityfront in a cozy little back eddy we discovered after a slew of boats which started behind us went rocketing by. After a series of furious tacks and brilliant maneuvering, we seemed to crawl back into the thick of things, 500 yards to weather and slightly in front of the fleet we'd started with (*Summertime, Wet Spot, Free Fall, Fatuity*, etc.). This lasted until we hit the ebb coming out at Pier 39 for the crossing to Treasure Island. We then get flushed back to and a little behind the boats that were to leeward of us.

Electroshock therapy hadexacerbated bicep atrophy, and my skinny little arms were exhausted from tacking, and grinding in the huge monster genoa that we must carry to stay up with all the other boats. I began lapsing into a delusional psychotic episode from the physical strain that was engulfing my aging body. Twice Billy Ray had to inject me with 50 cc's of elephant-strength morphine just to keep me going.

I jumped below and started to loosen the keelbolts. "This'll be faster, Billy. I did this before in the Fastnet Race in '79 after we rounded the rock. It worked great, really got us goin' . . . "

Billy Ray grabbed me by the throat. "That doesn't work very well on a Moore," he explained in a slow and somewhat menacing monotone. After a shaky period where Billy Ray had to lash me to the traveler, the drugs *finally* kicked in, and I could safely go up to the bow for the spinnaker set.

Thinking back now, that rounding of Treasure Island is still a little hazy — even after repeated stories from Billy Ray at the end of the race ("First you wouldn't put your clothes back on. . . then I had to point my shotgun at ya to get you to jibe the pole. . . and then the Coast Guard came. . . ").

It's a nice day again. I feel the dying breeze at my back, and the sun on my face. With the kite set, I settle back down into the true comfort that only a Moore 24 cockpit can offer. I pull my head out of the boat and take a look-around. "Where are the other boats, Billy Ray?" I asked.

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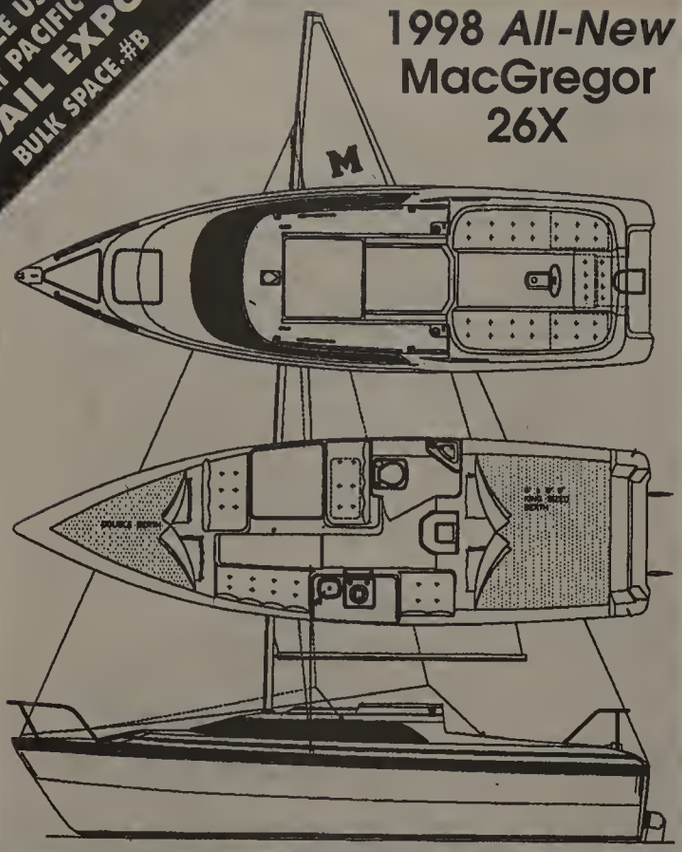

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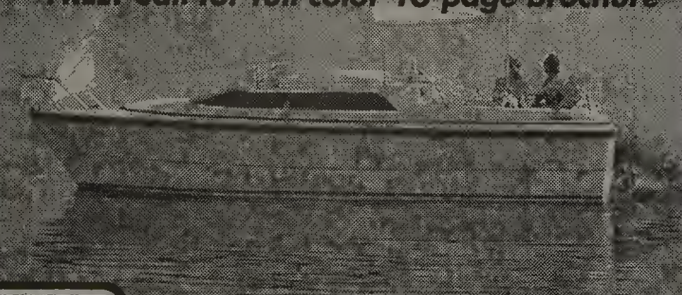

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Uncured or fully cured 5200, Sikaflex, silicone sealants, etc. (1,2)
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FROM:
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Hypalon (1,2,3)
Rubber (1,2,3)
Smooth gelcoat (1,2,3)
Nonskid gelcoat (1+2,3)
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Plexiglass (1)
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Glass (1,5)
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The head & bilges, work clothes, cooking utensils, and more! (1,1+w)

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Penetration by water & dirt
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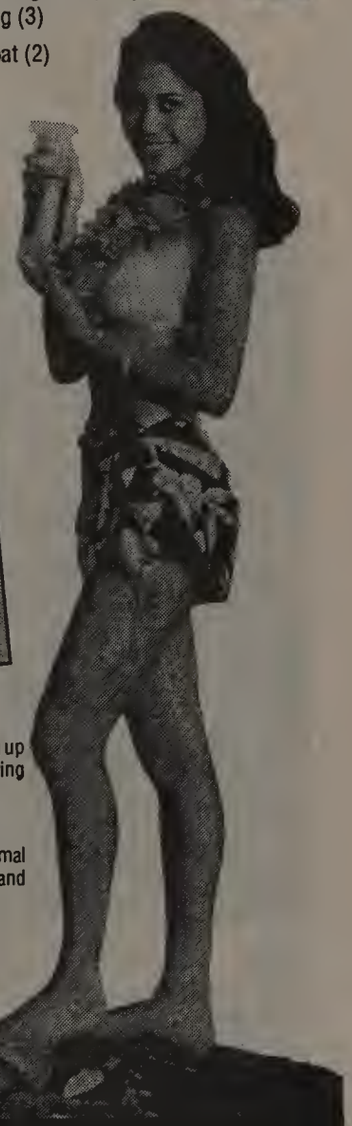

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Available in the Pacific Northwest at TAP Plastics stores, The Crow's Nest and via Fisheries Supply (Seattle area). Seattle distribution representative is Surface Technology Systems (216) 548-1487.

fiasco — cont'd

We were completely alone. No one behind us, and only specks ahead of us in the distance. "Geezus of Nazareth, where'd everybody go?"

We had sailed into the great void, a vacuous atmospheric high pressure zone, where there is only tumbling along, and no possibility of escape. We continue along like this until we round Red Rock and reach Raccoon Strait. We drift through the Straits feeling completely out of it when we notice a tiny speck in the distance. In time that speck grows, revealing a familiar outline. "Looks like the crew on that Moore has been taking morphine, too," I whisper to Billy Ray, who opens his eyes for the first time since rounding Red Rock (it's a Zen thing, don't ask). Double doses, maybe."

They were sailing along on port tack towards SFYC, then backwards again towards Angel Island at a healthy clip. This happened to them several times as we approached. "Uh, Billy Ray, let's not do that," I offered, since it was my watch as tactician. It must be getting close to prozac cocktail time, as I began to feel the other drugs wearing off.

With fear, anxiety, and quiet desperation seeping into our brains,

continued on outside column of next sightings page

two strokes

study the water quality at those two facilities this summer. Santa Clara County has also considered a ban for its 15 lakes, but may opt instead for restricting the use of gasoline engines to certain bodies of water.

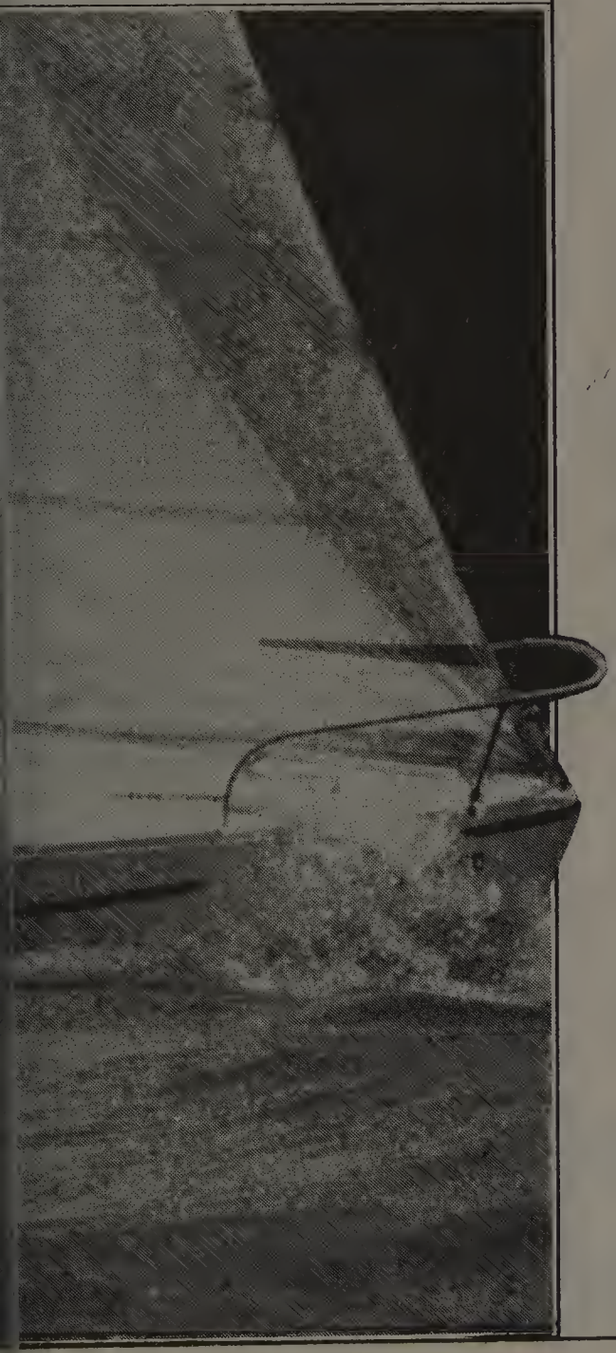
It's not that gasoline-powered engines haven't been spewing nasty chemicals into the water for years. The increased attention has come from the recent increase in methyl tertiary butyl ether (MtBE) in gasoline to make cars emit less pollutants. The federally-mandated increase in oxygenated fuels has helped air quality around the state, but MtBE is highly soluble in water and, unlike other gasoline components, hard to get out. No direct causal link between MtBE and can-

— cont'd

cer in humans has been made, but the stuff does cause tumors in lab rats and mice. That's why water quality control folks are erring on the side of caution.

It may be that the antiquated two-stroke engines, which emit up to a quarter of their fuel unburned into the water, will go the way of two-stroke motorcycles, which haven't been sold for street use in California since 1980. More efficient and less polluting four-stroke engines have replaced them, as they might marine engines. The four-strokers are generally heavier and more expensive, but they cut emissions to a fraction of even the newer fuel-injected two-strokes. There may be one in your future.

— shimon van collie



fiasco — cont'd

we somehow manage to avoid becoming a dance partner in the Angel Island Shuffle, and work our way past the poor slobs who were caught in that dismal little cosmic vortex. Still riding the ebb, we drift out into the westerly breeze which is filling from the Gate.

Wind. Real wind, at last. We are heeling, sails taut and the boat is moving forward at five knots. We arrive at Blackaller Buoy, set, and finish the correct way. Our key to improving our performance looked something like this: Had we finished one hour sooner, we would have beaten everyone. Thirty minutes sooner and we would have finished respectably. Fifteen minutes sooner — well, at least we didn't get totally hammered. Five minutes sooner — at least we weren't the last boat to the hoist. And if Marlon Brando is my father, I'm rich and handsome.

Well, the nurse has arrived with my prozac cocktail, so it's back to a dark, padded cell for me so I can further muddle things over and look forward to next year.

— melvin pasnoski

Ed. note (ours) — The above story was lifted shamelessly from the latest 'Moore News', *the newsletter of the always unorthodox Moore 24 class.*

amver turns 40

AMVER, the Automated Mutual-assistance VEssel Rescue system, marked four decades of operation in February. To celebrate the occasion, the AMVER folks held their first official 'awards' ceremony at the Cruise Shipping '98 Convention, which took place March 3-6 in Miami. Awards were given to both cruise ships and shipping companies. They included:

• The Carnival Cruise Lines ship *Destiny*, which rescued six Cuban immigrants from a liferaft on July 19, 1997.

• The Dolphin Cruise Line ship *Royal Majesty*, which rescued four people off the holed and dismasted 42-ft sailboat *Triad* 425 miles off North Carolina on June 24.

• Near the same location as the above rescue, but two weeks earlier, the Royal Caribbean Cruise Liner *Song of America* took aboard a crewman from the pleasure craft *Rusty Pelican*. The man, who was suffering from a severe umbilical hernia, was stabilized and transferred to Bermuda.

Although cruise ships were singled out at this occasion (for obvious reasons: it was their show), they actually make up only a small part of the AMVER network. In all, some 12,000 ships from 143 countries take part in the voluntary program. Up to 2,700 ships a day are tracked by the system, which exists solely to aid mariners in trouble. The only global system of its kind, AMVER makes itself available to search and rescue agencies worldwide. Using the system, rescue coordinators can identify participating ships in the area of a distress and request the best suited ship or ships to respond. It saves rescue agencies, such as our own Coast Guard, countless dollars — not to mention precious hours — when someone gets in trouble at sea.

The program works amazingly well. Between 1993 and 1997 alone, more than 1,200 lives were saved by AMVER-participating ships. The most recent rescue occurred on March 8, when the 355-ft Moroccan-flagged gas tanker *Solaro* got four people off a sinking tug 200 miles east of Great Inagua Island (in the Bahamas).

Always improving, AMVER also used the Miami show to announce a major step forward in communication. Starting now, they'll be phasing in new software co-sponsored by COMSAT and NOAA. The new system will allow AMVER to send messages in compressed binary format via the ship's satellite terminal, reducing the cost of transmission from about $6 for a lengthy message sent via the 'old' method (Inmarsat C) to a nominal fee which will be absorbed by NOAA and the U.S. Coast Guard. This new method will also allow the ships to 'piggyback' meteorological data for NOAA at the same time they send position reports.

continued on outside column of next sightings page

short sightings

AUCKLAND, NEW ZEALAND — Those who thought the Kiwis were 'in the dark' at the last America's Cup certainly got their attitudes adjusted. But for two weeks or more in late February and early March, residents of Auckland were literally in the dark, as the city's long overloaded 'extension cords' from its hydroelectric power plant finally gave up the ghost on February 20. Until early to mid-March, the only source

continued on outside column of next sightings page

looking

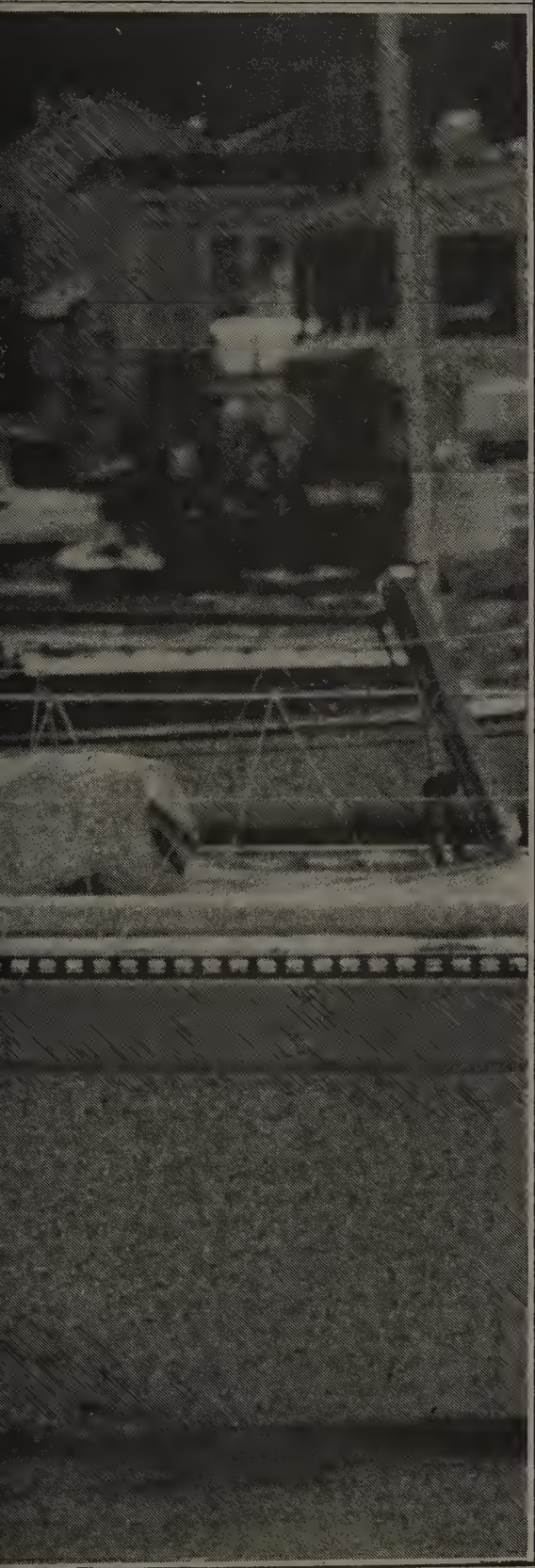
Yes, we're aware that they're under power. But the stalwart lads on the bow of *Impetus* were so enthused at the prospect of going sailing that they — obviously — could barely contain themselves.

We felt much the same ourselves last month, as El Niño finally seemed to be

good

running out of steam.

Consulting our ever-dependable *Latitude* weather-o-meter, we note that the forecast for summer is windy. Continued windy through October with scattered balminess toward evening. Get out and enjoy it.



shorts — cont'd

of power for many businesses was diesel-powered generators. Although no one was mortally wounded due to the power outage, a lot of people suffered, both physically and economically. Being summer, it's impossible to escape the heat, elevators are out, milk spoils rapidly, windows are of the non-opening type in many high-rise buildings and — perhaps worst of all — "the beer is warm and the ice has melted," said one barmaid who had just lost her job.

DISCOVERY BAY — One man was killed and four were injured on March 15 when two motorboats collided on Delta waters near Antioch. The dead man was Gene Potts, 54, of Merced. He died at the wheel of his 18-ft ski boat when it collided with a 19-ft bass boat at about 8:15 a.m. The passenger in Potts' boat was hospitalized with neck and back injuries. Injuries to the three people in the bass boat were not as serious. Speed kills.

HUMBOLDT BAY — Hmmm. I don't remember a shoal here. . . The 639-ft Panamaian bulk carrier *Kure* went aground on an uncharted shoal off the entrance to Humboldt Bay in mid-March, blocking all traffic going in and out until she was refloated at the next high tide. The Coast Guard said the shoal may have developed as a result of recent heavy rains.

FREEMANTLE — South African sailor Geoffrey Hilton-Barber completed the 4,500-mile passage from Durban to Freemantle back in January. He set out December 1 aboard his 33-ft *Abacus*, arriving in Australia 50 days later. The solo voyage made news at both ends because Hilton-Barber is blind. As with blind American solo sailor Hank Dekker, Hilton-Barber was aided by instruments, such as his two GPSs, which were wired to 'talk.' *Abacus'* voyage is thought to be the longest solo passage by a blind person.

CATALINA ISLAND — When the concept of 'crime spree' enters the conversation, about the last place most people think about is tiny Avalon, the quaint tourist town on Catalina Island. Most of the time, the extent of police action in the little city of 3,400 full-time residents — most of whom never *used* to lock their doors — concerns drunk tourists and stray dogs. There aren't even many traffic problems, as nothing bigger or noisier than golf carts are allowed within city limits.

But last month, 11 businesses were hit by burglars. In most cases, the thieves smashed windows to get in. The stores included a bait and tackle shop, restaurant and the Avalon Liquor Store. We're not talking big takes at any of these venues. In fact, there was so little money in the liquor store that the burglars had to settlle for stealing all the paper clips and rubber bands from the cash register drawer. The window they broke cost more than they got.

Police believe there are two theives working together. No arrests had been made at presstime, although the getaway vehicles had been recovered — three stolen golf carts.

ON THE BAY — Opening Day on the Bay is April 26. This year's theme is 'International Maritime Landmarks' and PICYA (the Pacific Inter-Club Yacht Association) encourages all interested clubs and individuals to take part in at least some of the activities. These include a decorated boat parade along the Cityfront, a blessing of the fleet in Raccoon Strait, and numerous 'appearances' by spraying fireboats, and members of the Master Mariners, Historic Workboat Association and others.

And speaking of historic, the special event of this year's Opening Day will be the appearance of *Embla*, a Viking ship recreation built in Norway and crewed by 14 women. Their visit it meant to symbolize Norway's commitment to international peace and understanding. The ship will remain in the Bay Area for a while to take part in the Norway Day Festival in early May.

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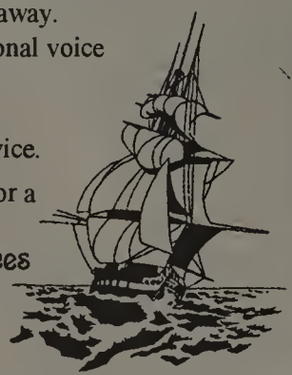

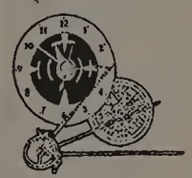

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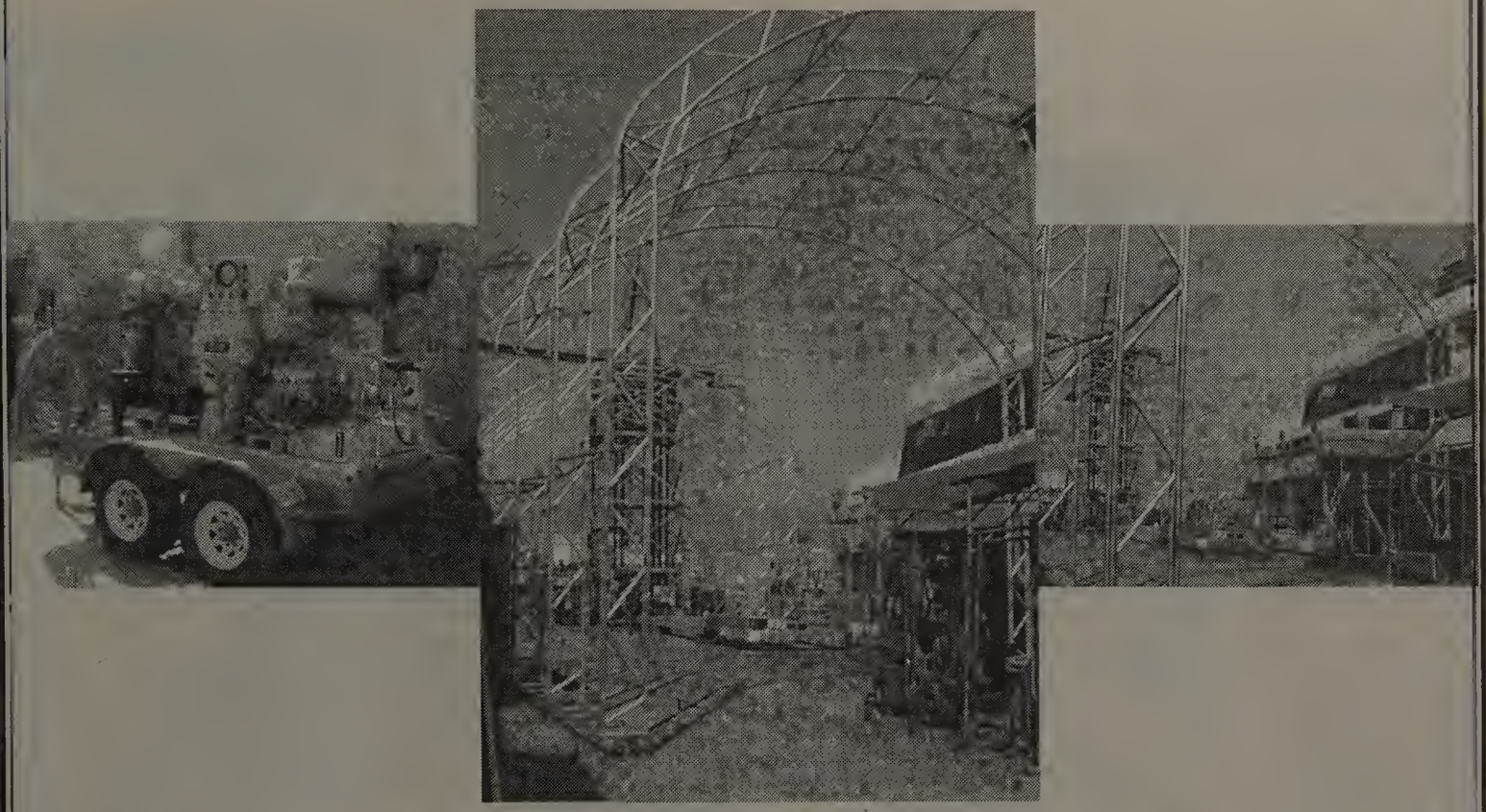

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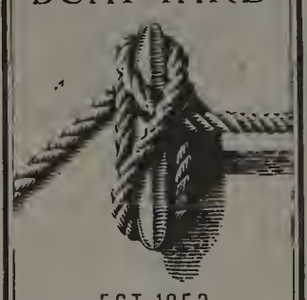
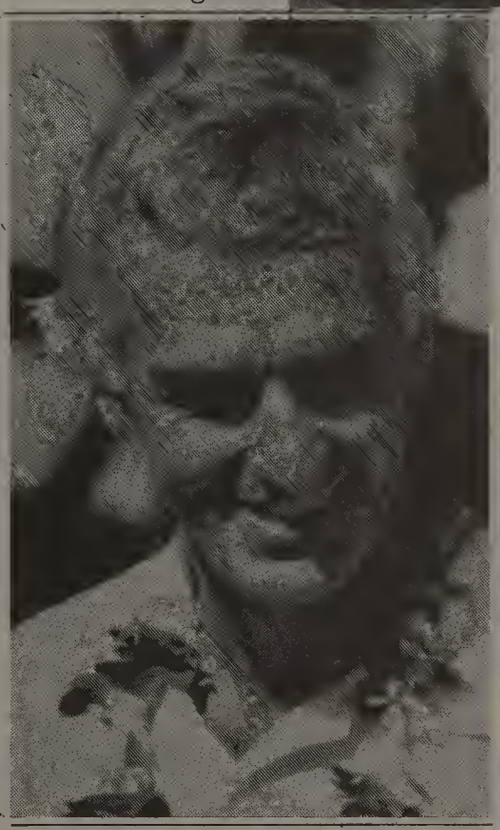
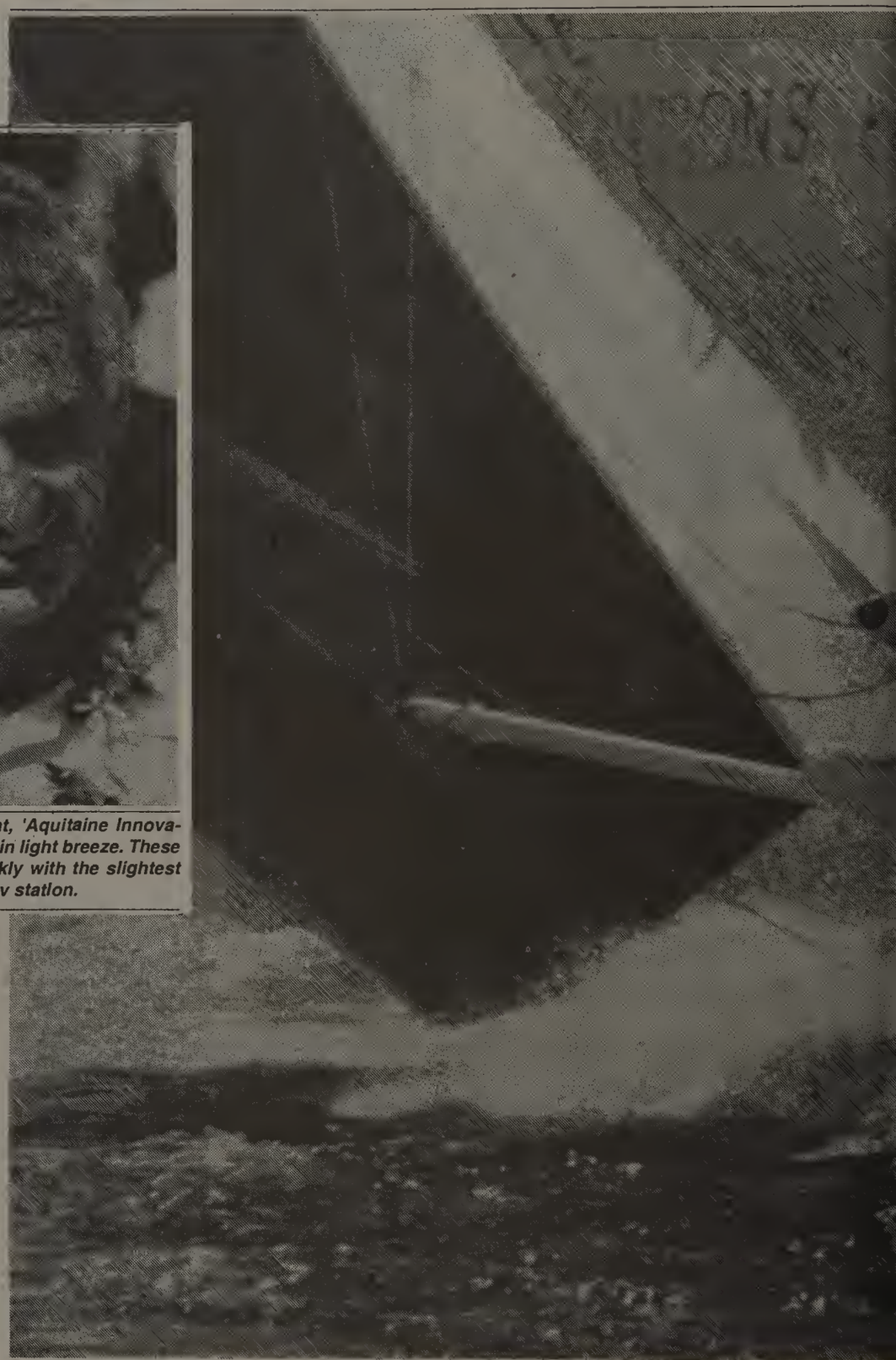


EST. 1853

THE GOLD RACE '98

The BOC Race came to San Francisco in March. Or at least as close as that storied round-the-world single-handed marathon will ever come. The occasion was the inaugural Gold Race, which pitted three BOC Class I 60-footers against one another in a 14,000-mile marathon that started in New York in January. When the champagne popped in mid-March on this end, it sprayed all over French sailing star Yves Parlier and his three crew aboard the dark blue *Aquitaine Innovations*. Adding to their *joie de vivre*: a significant and historic sailing record that fell in the process.





Above, Yves Parlier. Right, 'Aquitaine Innovations' zips across the Bay in light breeze. These big boats accelerate quickly with the slightest puff. Inset, 'Aquitaine's nav station.

The Gold Race had its beginnings in 1994, when the world's premiere female solo sailor, Isabelle Autissier, took a new boat called *Ecureuil Poitou-Charentes 2* over the same route, as a shakedown for the '94-'95 BOC. She set a new record of 62 days and change, beating a five-year-old record set by the another BOC 60, *Thursday's Child*, and bested later the same year by the trimaran *Great American*. Until 1989, the record belonged to the clipper *Flying Cloud*, which in 1854 did the trip in 89 days.

Last year, Isabelle, veteran of three solo round-the-world races — two BOCs and a Vendée Globe — and Christophe Auguin, *winner* of two BOCs and a Vendée Globe, came up with the idea of a race for Open Class 60-footers over the fabled route. They named it The Gold Race in honor of the great ships that delivered miners and supplies to a young California during the Gold Rush.

Seven Seas of France and Great Adventures, Ltd. — organizers of Around Alone '98-'99 (formerly the BOC Challenge) picked up the ball from there. Guy Cotten, a French (and recently American) manufacturer of yachting clothing, came aboard as primary sponsor. Our own Corinthian YC took on starting and finishing responsibilities.

The grand idea turned out to be a relatively easy sell to potential entrants, considering San Francisco is normally way off the beaten track for these globe-girdling boats and sailors. But the rules in this case made a novel allowance: each skipper could take three to five crew. This meant that the boats could be sailed harder and faster than solo.

Five skippers paid entry fees, but two incurred damage to their boats crossing the Atlantic. In the end, only three showed up for the January 17 start, in New York Harbor under the gaze of the Statue of Liberty: Autissier, 40, sailing *PRB*, Auguin, 37, aboard *Geodis*, and Parlier, 37, on *Aquitaine Innovations*. All boats and sailors were French, with a single exception. That was David Adams, the Australian Class II (50 foot) winner in the last

BOC Challenge. He sailed aboard *PRB*, which otherwise had the same crew aboard that accompanied Autissier on her record run in '94. In deference to Adams' great sailing abilities and weak linguistic ones, English was the official language aboard *PRB*, said Autissier, "so David could understand us."

Tactically, the race was pretty much a done deal after the first day. Parlier led the whole way, and rare was the day that he didn't make significant gains on his rivals. In fact, he stretched so far ahead in just the Atlantic leg that he was actually sailing in different weather systems for the rest of the race.

Parlier attributed his growing lead, particularly in the early going, to his crew, all of whom were highly-experienced ocean racers in their own rights. Herve Jan, at 42 the 'old man' of the boat, sailed in the '93-'94 Whitbread (and the first three legs of the '97-'98 Whitbread!) and was aboard Olivier de Kersauson's *Sport Elec* when that 92-ft trimaran broke the round-the-world nonstop record last year. Lalou Roucayrol, 33, was twice European

champion in Formula 28 racing and got second in the '96 Quebec (Canada) to St. Malo (France) Race. Thomas Coville, 28, won the second leg of the '97 mini-Trans-At, also crewed on *Sport Elec* and has extensive multihull experience. In the heavy going aboard *Aquitaine*, the driving chores often fell to Coville, who Parlier felt could get the most out of the boat.

In the later going, and final analysis, Parlier also heaped high praise on his boat, a Group Finot design built of the latest whiz-bang composites in 1995.

Aquitaine Innovations was the lightest boat of the three, and undeniably the fastest on virtually all points of sail. Although

'Aquitaine' was escorted in by boatloads of cheering French fans and media. The only thing missing was Americans.

Parlier eschewed such trickery as the canting keels, fore-and-aft water ballast and forward canards of Autissier's *PRB* and Auguin's *Geodis*, he made up for them in the trickery of his rig: a rotating, one-spreader wing mast supported by huge carbon poles sticking out of the deck on either side. Parlier insists the "outriggers" — which are supposed to relieve the compressive loads of the rig — are no more dangerous than any other arrangement. (They've already taken the boat around the world once.) However, he does admit that if you put one in the water, "it gets exciting."

'Exciting' is also the best description of the run down the Atlantic a week into the race, when *Aquitaine* smoked past the West Indies in a race-high 352 miles in 24 hours. At one point during that January 25/26 run, Parlier compared driving the boat at 19 knots under jib and double reefed main to "Being in front of a pressure cleaner wearing a diving mask."

There's only one mark in the Gold Race: Cape Horn to starboard. But there are three 'hurdles'. In order, these are the Atlantic Doldrums, the Horn and the Pacific Doldrums. Decisions made at each of these 'equalizers' were crucial to the outcome. Simply put, Parlier made all the right choices at all the right places, to the frustration, and admiration, of his rivals.

Aquitaine entered the Atlantic's version of equatorial calms holding a 150-mile lead on *PRB*, and 250 on *Geodis*. Parlier, whose skill in reading weather patterns borders on unworldly, managed to maintain an 8-knot average through the region and picked up the southeast trades more than a day before his competitors. That stretched his lead by 100 miles on Isabelle and nearly doubled the distance on Auguin. No wonder his peers have nicknamed Parlier 'The Extraterrestrial!'

Cape Horn, the greatest test of men and sailing vessels since time began — especially when they try to round it the 'wrong way' from east to west — nearly turned the tide on Parlier. He and his crew came into it tired — they'd been beating into 40-knot headwinds for the last 500 miles. Upwind work is reportedly especially brutal aboard these boats. Their wide, flat, skimming-dish hulls are maximized for going fast downwind. Upwind, they pound mercilessly. Auguin compared the experience to "living inside a drum."

Both Parlier and Autissier planned to stop near the Horn, where they had crews waiting with spare parts. (This is allowed by the rules, although any other outside assistance, such as weather routing, is not.) Parlier needed to replace mainsail battens; he'd broken all but one on the way down. Auguin planned to stop only if he ran into a big, powerful depression, at which point he observed, "The race doesn't exist anymore. We would simply be dealing with problems of survival."

It was nearly those types of conditions that greeted Parlier and the *Aquitaine* crew as they approached old Cape Stiff from the Lemaire Straits. Thirty miles from the Horn, they ran into a wall of wind out of the west, 60 knots true. It took the next

24 hours to cover the remaining distance. "At the height of the storm," Parlier said, "we had to sail 36 miles to gain 6. I have never fought like that against the seas and the winds."

The conditions made the planned rendezvous hazardous, so Parlier elected not to stop. (At least not on purpose — they did seek shelter for several hours in the lee of a small island at the height of the storm.) *Acquitaine's* successful passage of Cape Horn on February 15 earned her the race's first award, the Guy Cotten Trophy, given to the first boat to round the daunting headland. The cherry on top: *Aquitaine* was eight days ahead of *Ecureuil Poitou-Charentes 2*'s 1994 time.

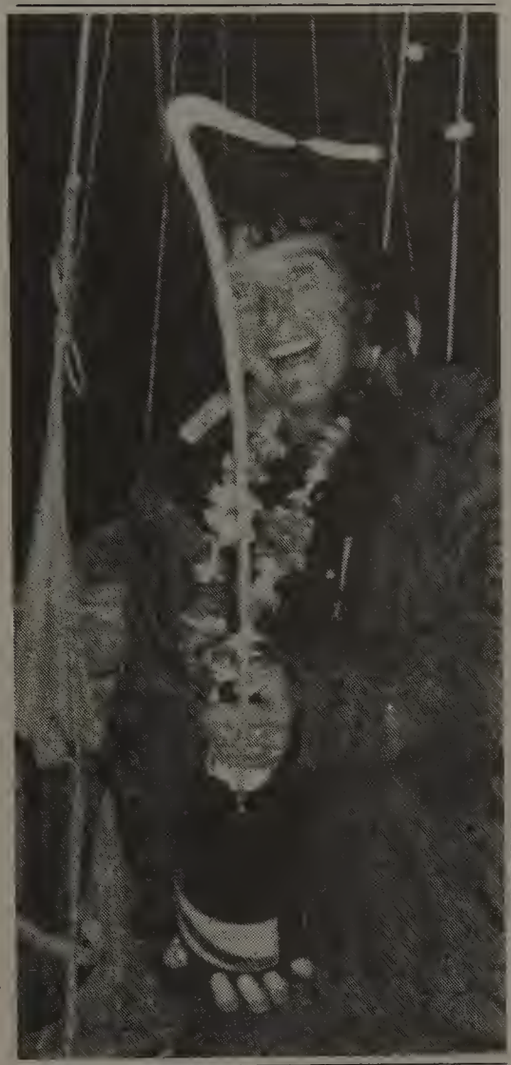
In one of the myriad ironies that is ocean racing, two days later, Isabelle and her *PRB* crew sailed around Cape Horn in a calm 4-knot zephyr. "It was so beautiful," she said. "The sun was setting and we were flying the big spinnaker. To celebrate, we had *foie gras*, duck and potatoes and red Bordeaux wine. It was nostalgic for David (Adams), whose father rounded the Horn at the same time 90 years ago as a midshipman on a clipper on the London to Sydney route."

Isabelle's light-air passage was made after a 15-hour pit stop to repair a broken mainsail track. As in 1994, she rendezvoused in protected waters with her support team aboard a French charter boat which they used as a workshop.

As she got underway again and headed into Lemaire Strait, the crew spotted a boat going the other way. It turned out to be Whitbread Race leader *EF Language*. "We called on the VHF and gave them our greetings and congratulations," she said.

Meanwhile, the Extraterrestrial was making out again. Rather than taking the conventional westerly jog to intercept the trades, Parlier took off up the coast of Tierra del Fuego, gambling on a small corridor of wind provided by a depression a bit to the south of Argentina. The strategy worked flawlessly, as *Aquitaine* rode a 20-knot southerly on the rhumbline for two days amid the stunning scenery of the Chilean coast. "Then," says Yves, who resembles a young Paul Newman, right down to the twinkle in his electric blue eyes, "the gate closed behind us." *PRB* and *Geodis* were forced to add hundreds of miles of westing to their routes to get around the high that had moved in.

Aquitaine was now 365 miles ahead of *PRB* and 477 in front of *Geodis* — and it got worse.



ALL PHOTOS LATITUDE/JR

Despite a disappointing showing, Isabelle Autissier was in fine spirits, giving the French news crews a shower in champagne.

Parlier and his crew finally backed off the gas pedal on February 20, to rest and recoup from Cape Horn and ready themselves for the Pacific's doldrums. In early March, the race leader entered 'the zone' at around 2° south latitude. Two days later, at about 3° north, he exited the other side. It took him only 53 hours to traverse the near-windless band.

By contrast, both *PRB* and *Geodis* took three days and 6 degrees of latitude to do the same thing. *Aquitaine's* lead was now 700 miles on Autissier and more than 900 on Auguin.

By this time the writing was on the wall. Parlier would have had to be abducted *by* extraterrestrials not to win.

And win they did, passing under the Golden Gate at 10:51 a.m. on a glorious, sunny Sunday, March 15, with their big blue 'Aquitaine Innovations' logo kite drawing. (The sponsor is a high tech company specializing in renewable resources.) The new record time: 57 days, 3 hours, 21 minutes, for an average of 9.6 knots over the course. That beat Autissier's 1994 mark by 5 days, 2 hours.

At the time Parlier was finishing, Autissier and Auguin were tacking back and forth in light air off Mexico.

Aquitaine was escorted in by a spraying fireboat and a small fleet of media and charter craft with what seemed to us nothing but French folks aboard. They tooted horns and cheered and waved little French tricolors as the boat slipped under the Golden Gate, the official finish line.

Then it was over to the hosting Corinthian YC for one of the most unique press conferences we've ever attended — it was all in French. Luckily, a translator repeated everything in English for the few Yank reporters there, but it was almost superfluous. Ninety percent of the 50-60 media people in attendance were French. We were told both the arrival and post-race festivities were 'live feeds' to French TV and radio. It was the same scenario when both Autissier and Auguin arrived.

(By contrast, Gold Race coverage in the local media ranged from pathetic to non-existent. The only media to give *Aquitaine*'s arrival decent coverage were KGO radio and Channel 7.)

Asked about the toughest part of the trip, Parlier and his crew were unanimous: living aboard the cramped boat.

Open 60s are built for one purpose: to get a solo sailor from A to B in the fastest time possible. Comfort below is not a big issue, and neither is space. With the forward third of the boat and most of the stern sealed off by watertight crash bulkheads, the only 'living space' is in the center third of the boat. On *Aquitaine*, this amounted to four guys living in a one-car garage — with the car in it.

At the time Parlier finished, Autissier and Auguin were tacking back and forth off Mexico

The nav station — a 5-foot-long *Star Trek*-like console — dominates the below-decks space. Cooking is by single sea-swing burner. The two bunks, one on each side, are fixed in a canted position so that when the boat is heeled, the weather bunk is flat — and the other is unusable. Parlier noted that the watch system was staggered four-on and four-off (with one watch changing in

the middle of the other), and that the crew 'hot bunked' (used the bunk his relief just vacated). The way we understood it, one person got the high-side rack and the other made a bunk out of sails or whatever else was available.

> "We had to sail 36 miles to gain 6..."

Autissier's *PRB* arrived at almost 11 p.m. on Friday, March 20, 5 days and 10 hours after *Aquitaine*. *Geodis* came in on the 22nd at about 8 p.m. Despite missing her own '94 record by nearly eight hours (and reportedly getting no sleep for the last two days before the finish), Isabelle was customarily bubbling with enthusiasm for Parlier's victory and for the Gold Race itself. "It was a wonderful race, and I'm happy to see this record beaten," she said at her press conference — this one in English. "My congratulations to Yves and his crew for a good race."

Comparing this trip to the one four years ago, Autissier said that her run down the Atlantic was quicker this time, but the whole Pacific side was harder. "I think because of El Niño," she observed, to the delight of the audience.

The big boats spent about a week at the Corinthian YC docks, specially dredged to accommodate their 15-ft drafts. The club welcomed visitors interested in seeing these amazing craft, which rarely visit the Bay. A few lucky ones even got to chat with Gold Race crews or skippers. But they had to get there early; Parlier, Autissier and Auguin all flew home within days of their arrivals. By the end of March, the boats were gone, too, sailed by delivery crews back to the Atlantic to be readied for other races.

Parlier will be back in the spotlight in November for the start of the Route Du Rhum Race (St. Malo to Guadelupe). Followers will doubtless be interested to see if he can wring the same performance out of *Aquitaine* solo that he did crewed.

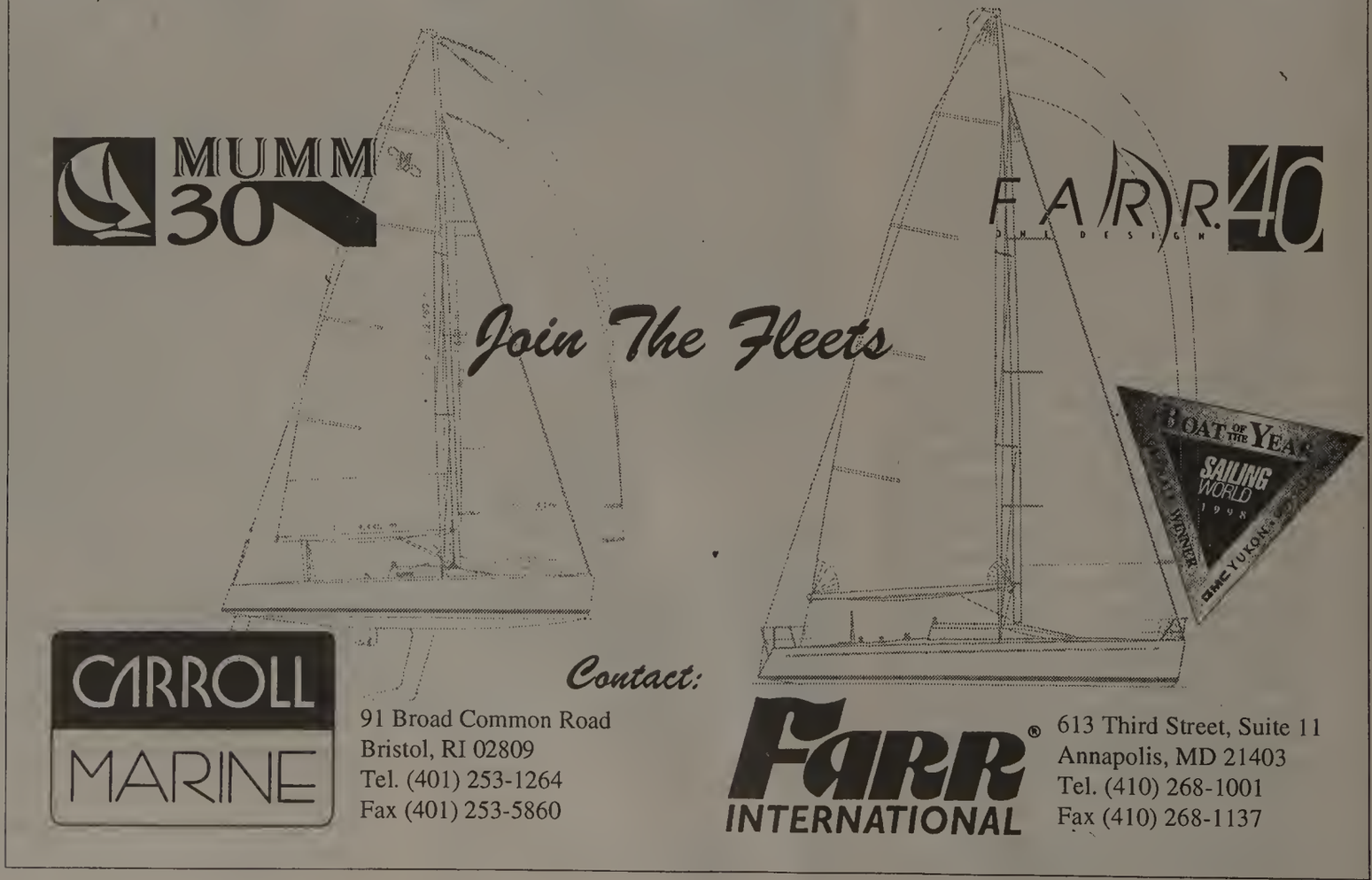
Isabelle will also be back on the race course later this year. In September, she'll start her third Around Alone Race in Charleston, South Carolina.

Auguin, who has little left to prove in solo racing, is planning an attempt at the monohull trans-Atlantic record, currently held by the Ericsson 80 *Nicorette*.

And what of the future of the Gold Race? Despite the glaring lack of recognition from officialdom and the local media, race organizers and sponsor representatives all echoed the same sentiments as Race Director Mark Schrader. "We'd like to make the Gold Race a regular occurrence," he said. "The plan is to hold it every four years, following the Vendée Globe and preceding Around Alone. Look for the next race in 2002."

"The record has been broken," said Isabelle. "This means the Gold Race will continue."

— **latitude**/*jr*



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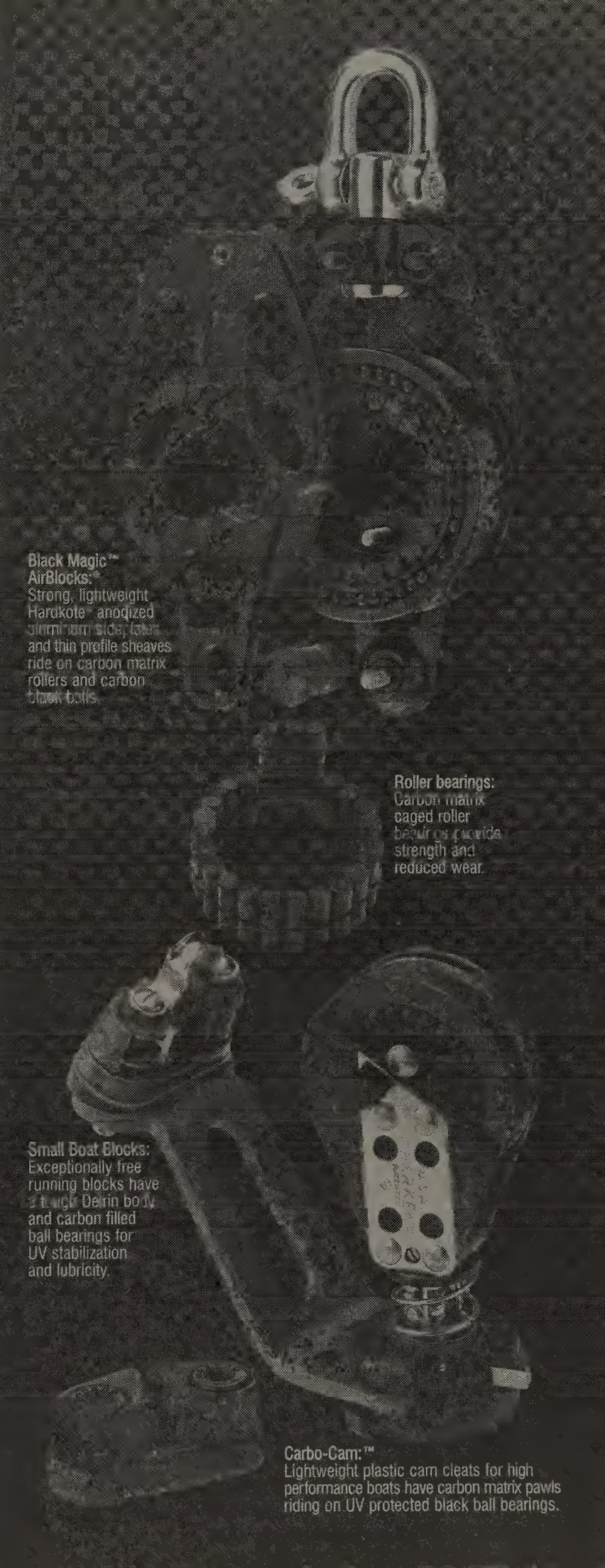

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HAULOUTS TO 200 TONS - DRY DOCK - REPAIRS - YACHT SALES - N

KKMI DOES MORE THAN JUST PAINT BOTTOMS

Today in the boat repair business you need to offer more than just the ability to apply a coat of antifouling paint to your customer's boat on an annual basis. While this is certainly a very important function in the maintenance of any vessel, it's the area of comprehensive repairs and modifications that truly define who is and who is not genuinely in the marine repair business. In a recent tour of the facilities at KKMI, the variety and complexity of projects underway was not only impressive but clearly demonstrated the depth and expertise this company offers.

One such example was the complete removal of the antiquated galley of a classic 56' Stephens motor yacht. This removal allowed additional storage space to be created by building custom cabinets, installing new Corian countertops and modern appliances. All had been deliberately designed as to not change the overall character of the yacht and keep the new galley in harmony with the remainder of the vessel. This was not a simple task, but clearly it was accomplished to perfection.

56' Stephens galley nears completion.

In another building was a 60' motor yacht that was receiving an extension to its upper after deck thereby creating what is called a "California Deck". The additional space not only added considerably to the functional aspect of the vessel with more deck space and storage but with the ability to enclose this area the modification has effectively made the boat "bigger" thereby significantly increasing her value as well. Flawlessly finished fiberglass work complemented by custom stainless railings all went toward making the vessel look as if she had been designed that way from the start. As with the classic Stephens, this was not a simple task but also beautifully done.

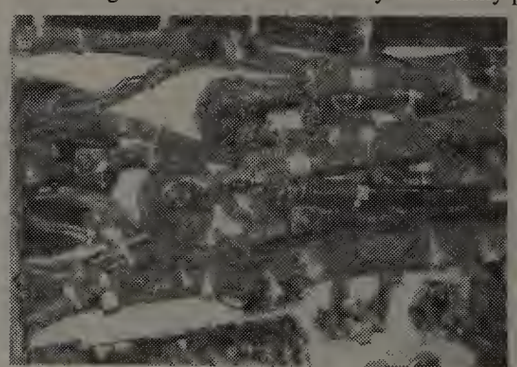
The additional five feet will make a big difference.

Hanging in the Travelift without her keel was *Promotion*, West Marine's company sailboat. This well traveled Santa Cruz 40 had been experiencing a leak at her hull to keel joint, and this needed to be repaired prior to taking the boat to Hawaii for the Pacific Cup. KKMI was chosen as the best boat yard to address the problem and they came up with an ingenious solution of widening the inner flange at the keel thus not disturbing the keel's external hydrodynamic shape. There were a number of other boats also being readied for the race to Hawaii which included the Cal 39 *Scotch Mist* and the Hinckley 41' *Daydreamer*.

While to the average passerby within the yard it wouldn't be difficult to see the expert carpentry, welding, and fiberglass work that is being carried out there daily but not everything that is done is so readily apparent. It was not until we went aboard the 54' Little Harbor sailing yacht that some of KKMI's most impressive work was available to be seen. This vessel had experienced a flooding within her bilges, which submerged most of the significant electrical and mechanical components aboard the vessel. For most boat yards this type of work would be so involved they would have brought in specialized outside contractors to accomplish the job, not here. The technicians at KKMI have methodically removed all of the damaged parts and every suspect wire has been removed and rewired. On such a magnificent and complicated vessel which offers "globe trotting" capabilities, this is a very involved task and is no place for improvisation or inexperience. What was most impressive was the attention to detail that was equal to, if not better than, the original workmanship.

They'll put the keel on before Hawaii.

As boating becomes more of a lifestyle for many people, so too has the level of sophistication of the vessels themselves. No longer do owners look upon their boats as "toys" but real investments that require knowledgeable and skilled people to assist them in their ownership. KKMI has evolved as the dominant vendor in Northern California in offering the highest level of service and quality at the most competitive prices. The next time you are thinking of hauling your boat, even if it is for something as routine as a bottom job, you really should give the professionals at KKMI a call. After all, if they put this much attention into their customers' galleys, keels and the like, just think what they'll do with a coat of bottom paint!



Wires, Switches and Bears, OH MY!

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NAUTOR'S SWAN SAN FRANCISCO

SEE THE SWAN 48 AT SAIL EXPO

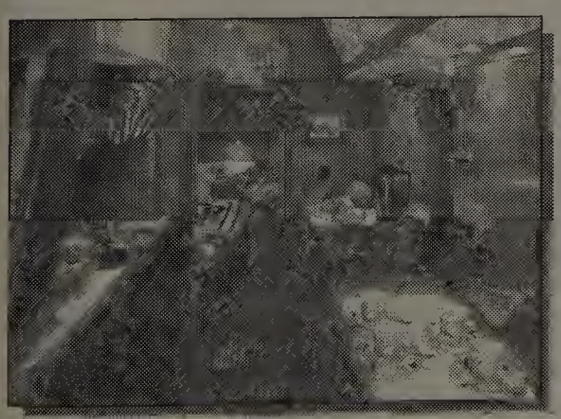
VIP Boarding Available

NAUTOR'S SWAN SAN FRANCISCO

It's not an everyday occurrence when a new Swan is delivered and those who'll be attending Pacific Sail Expo will have the rare opportunity to view the new Swan 48. Nautor Swan San Francisco has made special arrangements with the first owner of a Swan 48 delivered in Northern California to present her at the show in April. In what is bound to become the most talked about and popular boat at the show, the Swan 48 will no doubt also have the longest line of people waiting to board her. In anticipation of the large number of people wishing to view the new Swan 48, special VIP Boarding Passes will be available prior to the show.

The Swan 48's Incredible Main Salon

Swan agent Paul Kaplan said, "There has been a great deal of interest in this new model, and with only one more Swan 48 available for delivery this year we expect a huge crowd. We have several clients who are quite serious about buying a new 48 but wish to wait to see the boat at the show prior to ordering. To make sure that those people who are seriously considering a boat in this size range will be able to get aboard we've made the VIP Boarding Passes available." Those wishing to avoid the long line are encouraged to order their Passes by either calling Nautor Swan San Francisco at (510) 236-6634 or register on-line via KKMI's Web Site at www.kkmi.com.



The Galley Leads to the Aft Stateroom

Thursday Turnbuckles

SIGHT SEEING: With Paul Cayard's impressive lead in the 'Round the World race and his AmericaOne program gaining even more momentum...it makes a visit to KKMI that much more interesting. This is the only boat yard in the whole U. S. of A where one can see what a Whitbread 60 looks like out of the water and a state-of-the-art "America's Cup" boat...all at the same time. The next time you are out and about...you really should drop by.

★ ★ ★

THEY'RE BLUSHING AGAIN, YEA: One of the highest compliments any customer can pay a boat yard is being a repeat customer and...KKMI has many. A standard within the company, which continues to pay great dividends, is the commitment to work as hard as they can to deliver every client an enjoyable service experience. For they all know...if the client is not happy the first time...there won't be a second! Another reward is the unsolicited letters from satisfied clients such as..."I cannot tell you how pleased I am with all the work you did on the boat. Please pass on my best to your crew for the great work." What more can be said?

★ ★ ★

SHAMELESS COMMERCIALISM: A year ago a certain boat yard ran an advertisement with a photo of "Heather" taking a shower while tearing up some money. This was only done to lampoon the old cliché that some people equate boat ownership with tearing $100 bills in a cold shower. Their point being ...that not all boat yards are the same and a few actually play little tricks on their customers. For example... some yards still do not include the price of pressure washing in their haul out fee...charging separately for this service. To my way of thinking...if you are going to haul your boat, the bottom needs to be washed...so why charge extra? There's even a yard offering to haul ANY size boat for just a hundred dollars! Come on now, this is silliness...people aren't that naïve. And there's more...another yard tried to get people to pay attention to their "bottom jobs" by featuring the derriere of a young lady in their advertising. As it turned out ...the yard owner's wife was not very amused. The fact is...a company needs to offer much more than just gimmick or a "naughty' picture to get customers to consistently do business with them...there needs to be substance. And for those hopeless romantics that thrive on "T & A"...you should check out KKMI's Web Site for another picture of "Heather".

THE TRUTH ABOUT 'FINDERS KEEPERS'

"*Salvage!*"

We can't pinpoint the origin, but there seems to be a common misperception among mariners that a vessel abandoned at sea is fair game to anyone who happens upon it — simply attach a tow line and proclaim your right of ownership to the heavens as Cortez did when he reached the sands of Ol' Mexico.

But it ain't necessarily so. Just as the indigenous people of Central America rebuffed the audacious claims of the *conquistadors*, would-be salvors will find that maritime laws regarding salvage are a bit more complex than "finders keepers, losers weepers."

From an underwriter's standpoint, even though a boat has been left unattended — or 'abandoned' — its ownership remains intact and its insurance is still valid.

A call from an Oregonian reader prompted our investigation of this oft-misunderstood topic when he relayed a tale about a shrimper which took a drifting, unmanned sailboat in tow after it was described by a Coast Guard notice to mariners as "abandoned." Much to the disappointment of the fishermen, they were forced to give up their booty to a cutter shortly afterwards.

Finders keepers, right? Wrong. While you might be able to buy a beached vessel cheap, the first challenge is to locate the owner.

LATITUDE ARCHIVES

The night of October 18 brought extremely nasty weather to the Northern California coast. As a result, the sailboat *Seluna* began taking on water from an unknown source off Crescent City. After her crew alerted the Coast Guard, a rescue helicopter was dispatched to the scene. With the understanding that a Coast Guard vessel, the *Point Hyre* out of Humboldt Bay, was en route and would soon attempt a tow, the weary sailors accepted the Guardsmen's offer to be airlifted to safety.

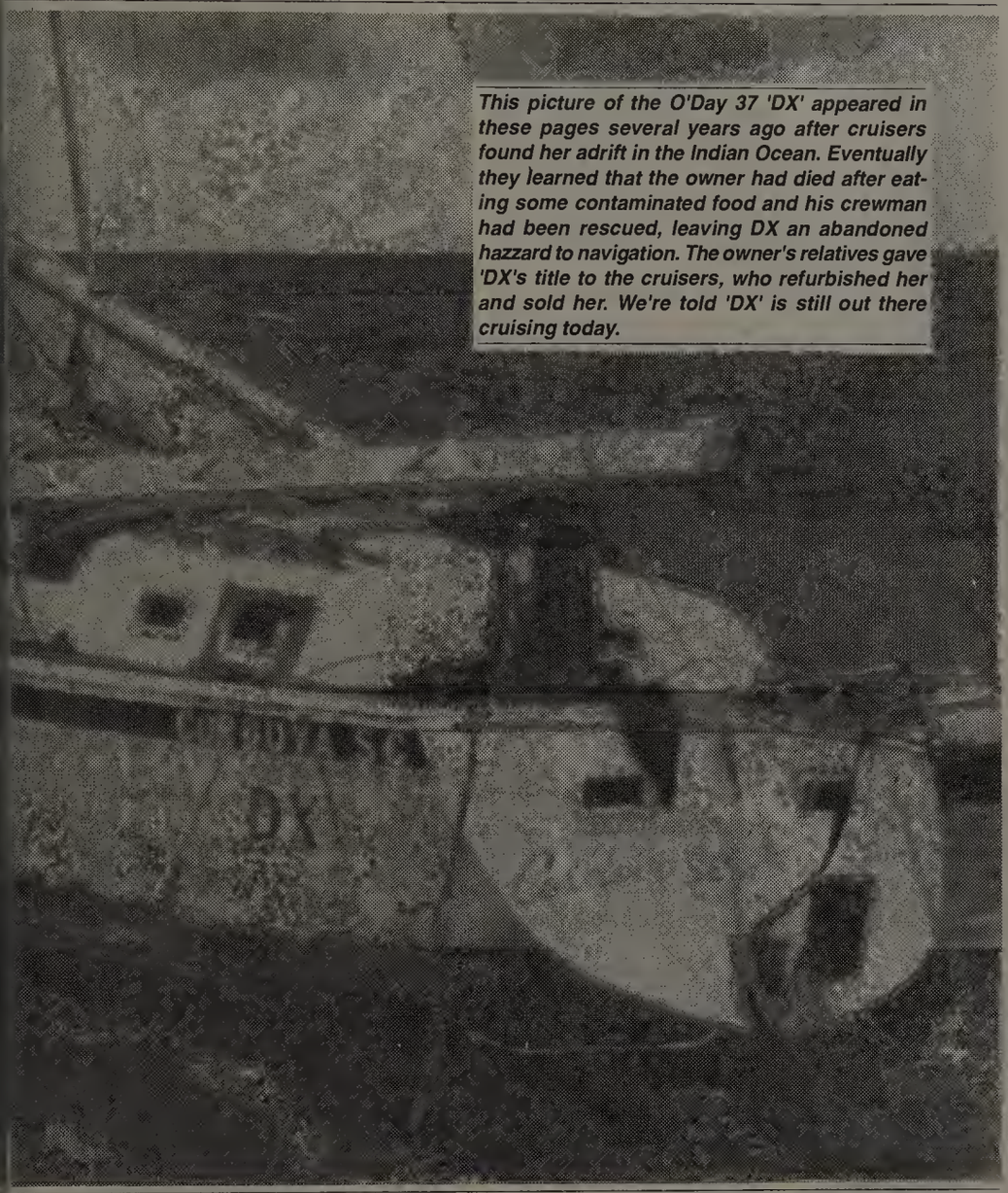
Although the *Point Hyre* did take *Seluna* in tow, her tow line eventually broke and she had to return to port for a replacement. Meanwhile, a local Coast Guard dispatcher put out a cautionary VHF notice to mariners that the sailboat was "abandoned and adrift," giving its lat/long coordinates. Later that night a nearby shrimper, the *Bernadette*, went to the scene and had *Seluna* in tow when the *Point Hyre* returned, insistent on reclaiming her. Eventually, the fishermen capitulated, although reluctantly. No doubt they expected to be financially compensated for their trouble rather than being shooed away, particularly since the word "abandoned" was heard. From the Coast Guard's point of view, however, *Seluna* was still part of an active search and rescue operation which simply had to be interrupted due to a broken tow cable; therefore the guardsmen were well within their rights to reclaim the vessel.

From a legal standpoint — at least in U.S. waters — even though the boat may have been temporarily left unattended, the owners had not necessarily given up their claim to its ownership despite whatever language may have been used by a well-meaning Guardsman.

So suppose you come upon an unmanned vessel offshore. What is the protocol related to 'salvaging' her? Or suppose you find yourself being airlifted to safety off your own boat during dire conditions. What are your options for dealing with your abandoned vessel?

In foreign countries salvage laws vary wildly, as does the degree to which those laws are enforced, while vessels found adrift in mid-ocean may truly fall under the umbrella of 'finders-keepers' — in practice, at least, if not legally. But here

— UNRAVELING SALVAGE MYTHS



This picture of the O'Day 37 'DX' appeared in these pages several years ago after cruisers found her adrift in the Indian Ocean. Eventually they learned that the owner had died after eating some contaminated food and his crewman had been rescued, leaving DX an abandoned hazzard to navigation. The owner's relatives gave 'DX's title to the cruisers, who refurbished her and sold her. We're told 'DX' is still out there cruising today.

LATITUDE ARCHIVES

in the U.S. the legal issues relating to salvage are pretty clearly defined. First of all, if you were to 'rescue' an abandoned vessel and tow it to safety, you could not simply claim outright ownership. However, you could submit a claim to the owner for your services. Your first challenge after reaching the dock, then, would be to locate the owner, which, according to insurance professionals, isn't typically very difficult where recreational vessels are concerned.

The bill or claim you submit would not typically involve a formal lien, but would simply state your salvage-related expenses such as fuel, crew hours, and wear and tear on equipment, as well as fees for such intangibles as the degree of danger you put yourselves in during the rescue and the degree of peril the vessel was in when rescued. According to Carroll Robertson, VP of claims at BOAT/U.S., in cases where conditions would almost certainly have resulted in a total loss had the salvor not interceded, even a good samaritan who is not a professional salvor could be eligible for an award up to the 'post-casualty' value of the vessel — that is, what it's worth after rescue, not before. In such cases the salvor might, in fact, be given ownership of the boat in lieu of payment — whether he wants it or not.

How do you protect your investment once you reach safe harbor? Because a salvor does have a legal right to protect his investment, the underwriter of an insured boat would typically issue a 'letter of undertaking' which is essentially a promise to pay, pending negotiations, settlement, and if necessary, arbitration. With uninsured vessels you would be more likely to require the owner to purchase and give you a 'surety bond' (similar to a construction bond) to hold as collateral during the negotiation and/or arbitration period. A third option might be implemented with an uncooperative owner: having the boat 'arrested' by filing papers in Federal Court. This route to settlement, however, is typically lengthy and expensive, whereas settling out of court via negotiation or domestic arbitration is usually advantageous to all parties. We're aware of four arbitration organizations within the U.S.: the Society of Marine Arbitrators, Inc. here in San Francisco; BOAT/U.S.'s Arbitration Arm (Consumer Affairs Division); the Miami Marine Council; and New York's Society of Marine Arbitrators.

Federal maritime law says you are entitled to a salvage award if your case passes a three-pronged test: 1) Was there marine peril? 2) Was the assistance that was given voluntary (i.e. you weren't under a preexisting rescue contract or similar obligation)? 3) Were you successful? Like so many maritime laws, this standard dates back to the last century, when an 1869 Supreme Court case called The Blackwall established these criteria. A decade ago, legislation called SalCon '89 (1989 International Convention on Salvage) reinforced principles of The Blackwall, adding a provision that if a would-be salvor is unsuccessful but can demonstrate that he prevented or mitigated environmental damage, he is entitled to reasonable fees for his services.

In any case, most salvage awards are based on a percentage of the boat's post-casualty value and that value is most often established by a joint survey where both owner and salvor are represented.

Still with us? Okay, now what if — God forbid — *your* boat has to be salvaged? Let's say, you get caught in the mother of all storms and have to be airlifted to safety. While the Coast Guard is in the business of saving lives and property, they are *not* in the commercial towing biz *per se*, and therefore have great flexibility as to whether or not to tow a vessel — especially from remote locations. The *Seluna* case was unusual, in fact, in that the Coasties would normally defer to a commercial towing outfit, but there ap-

A good insurance policy provides for a salvage award equal to the value of the boat.

THE TRUTH ABOUT 'FINDERS KEEPERS'

Trying to salvage an abandoned vessel on the high seas might be an exciting adventure, but it could also prove to be dangerous and costly.

parently are none in that area. So you — or more typically, your insurance company — would normally need to initiate a boat rescue procedure independently.

Again, we should clarify that from an underwriter's standpoint, even though a boat has been left unattended — or 'abandoned' — its ownership remains intact and its insurance is still valid. This is key if your abandoned vessel should, say, wash up on the beach at Malibu and end up in the living room of a multi-million-dollar home.

Normally, an insurance company — or the owner himself, if uninsured — would make a contract for recovery, either on a flat rate or on a 'cost' (time-and-materials) basis. Another option would be to contract on a "no cure, no pay" basis, meaning the would-be salvor only earns a fee if successful. A good insurance policy, by the way, provides for a salvage award equal to the value of the boat.

Many boat insurance providers are well acquainted with the commercial salvage contractors in their area and can institute a quick response if the situation warrants. Obviously, the greater the value of the boat, the more sense it makes to contract a major rescue effort. On the other hand, even if your boat is a $5,000 special, you could be held liable for any damage it might do to other vessels or property.

Hopefully you'll never be faced with having to organize a salvage of your vessel. In fact, just thinking about the possibility should encourage you to be a prudent mariner. Likewise, the prospect of salvaging an abandoned vessel on the high seas might sound adventurous, but it could also be extremely dangerous and potentially costly in terms of damage to your own vessel and equipment. However, we understand from a Coast Guard source that in the *Seluna* case the shrimper *Bernadette* was invited to submit a claim for its efforts but never did so. The case has also affected the choice of words used in Coast Guard broadcasts along the North Coast. The term 'abandoned' has apparently been removed from the dispatcher's dictionary.

— latitude/*aet*

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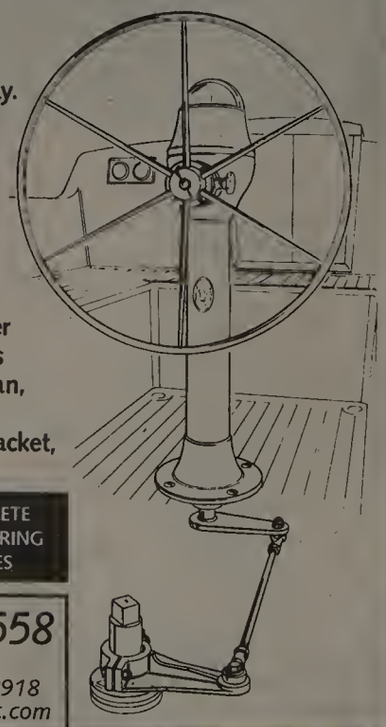

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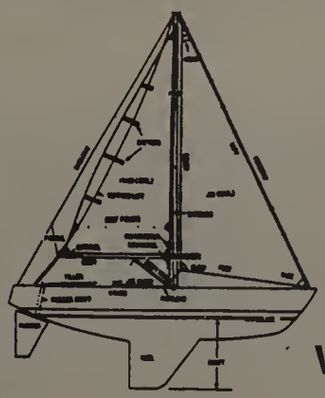
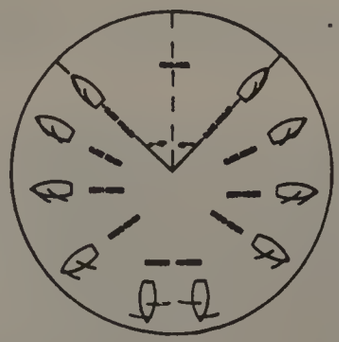


Boat Handling Instruction

Sail or Power Boats

BY CAPT. JERROLD KARMIN



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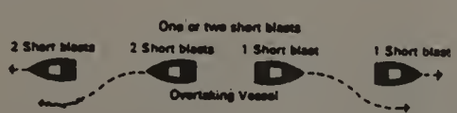
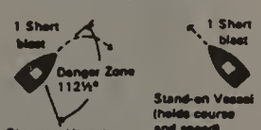
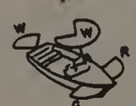
For further information or to schedule an appointment call me, Capt. Jerry Karmin **(650) 969-1168 or page (415) 957-6514.** I will get back to you as soon as possible.







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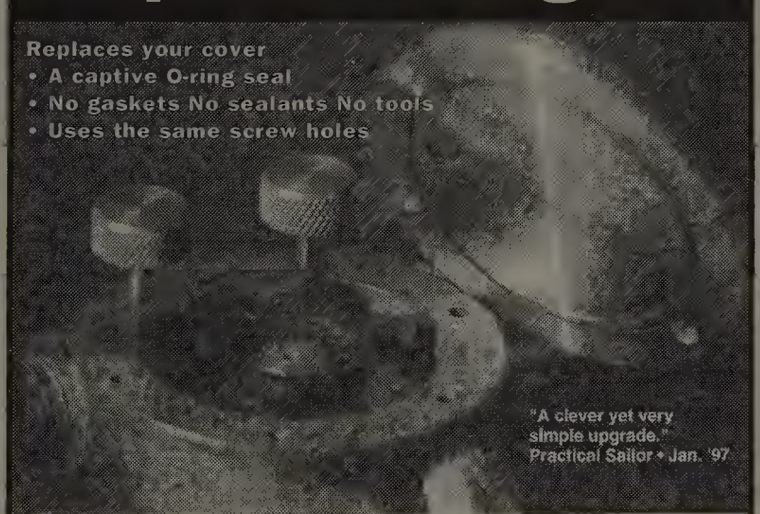

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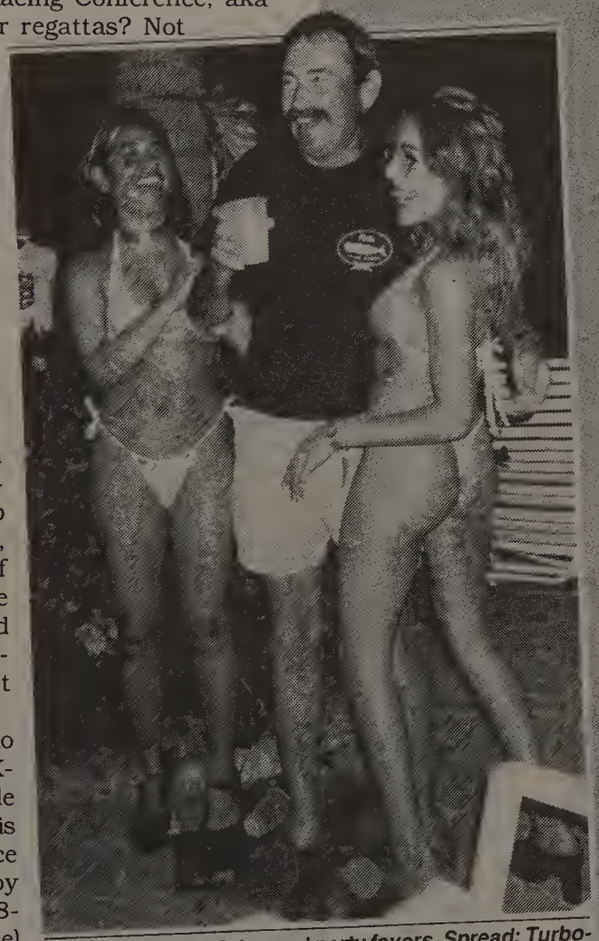
MEXORC '98 —

Each year at the end of February, East Coast sailors pack their seabags and head for the SORC regatta in Florida. Here on the West Coast, we jet down to Puerto Vallarta on the Mexican mainland for the Mexican Ocean Racing Conference, aka MEXORC. Similar regattas? Not even close.

To say that MEXORC is less intense than the SORC is an industrial-strength understatement. Somehow, racers' priorities seem to shift a bit down in *mañana*-land. Longtime MEXORC race organizer Frank Whitton from San Diego YC probably summed it up best when he said, "The purpose of MEXORC is to have good racing and fun — but not necessarily in that order."

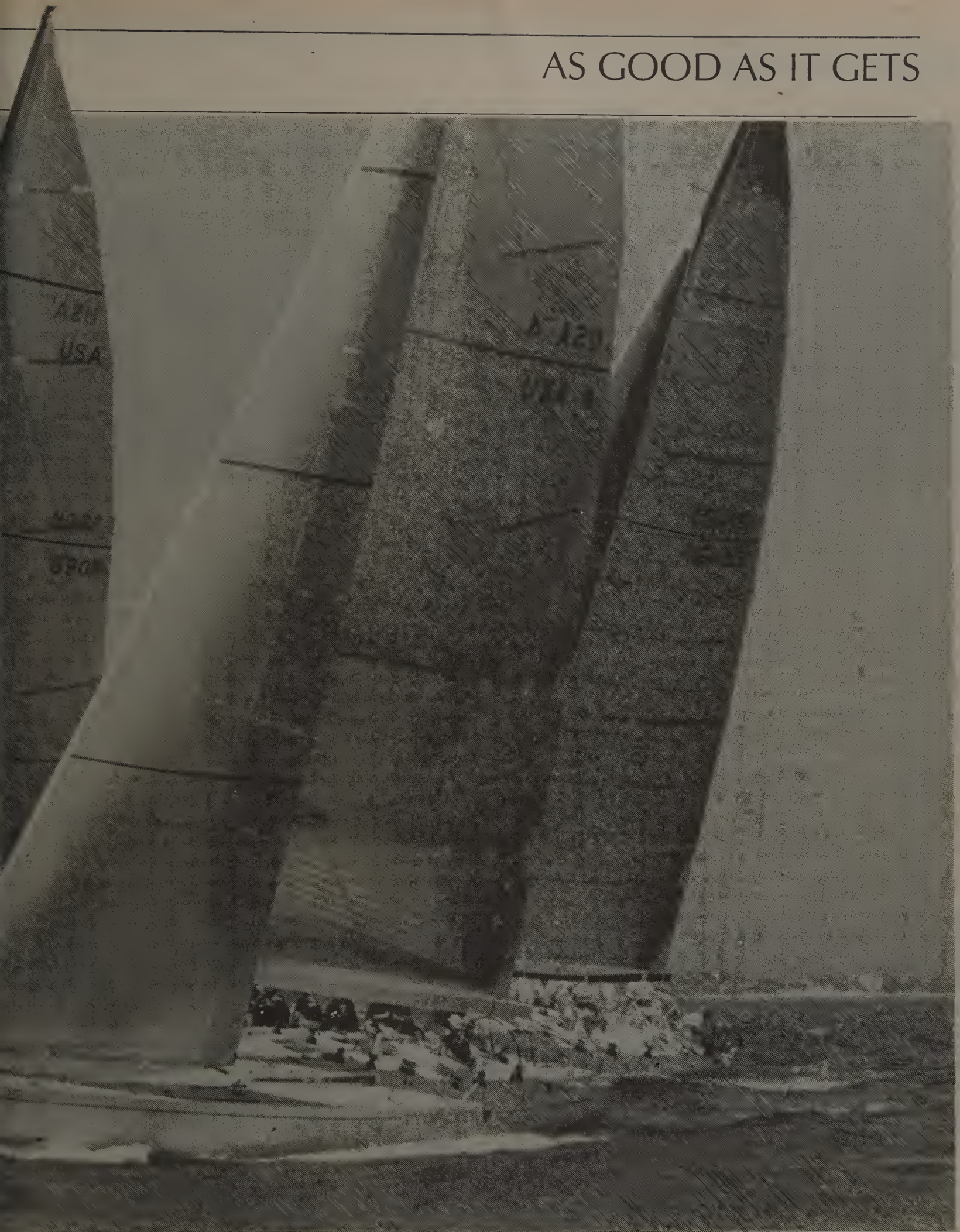


Above, Patrick O'Brien and party favors. Spread: Turbo-sledding on beautiful Banderas Bay.

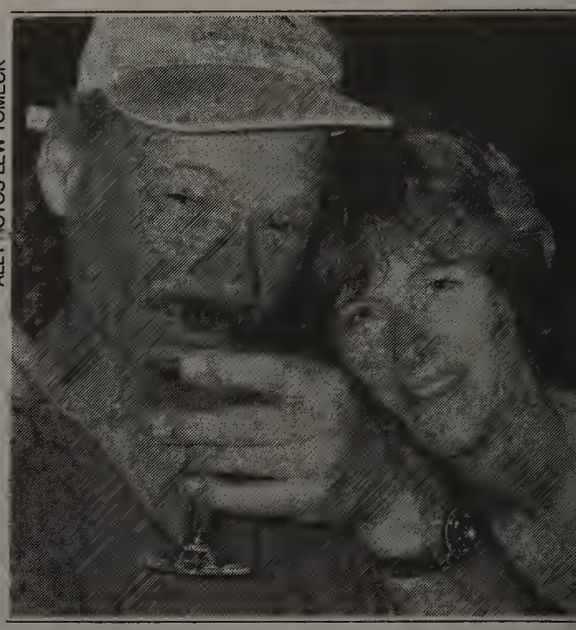
It's pretty easy to have fun at MEXORC. The schedule of official parties is longer than the race schedule (5 buoy races and one 28-mile distance race) — and there are lots of private (and not so private) parties to supplement that schedule. Perhaps the most outrageous of those was the 40th birthday party the *Sorcery* crew threw for the boat's manager and helmsman, Patrick O'Brien. Two topless dancers were 'rented' to liven up the festivities, and it didn't take long before the girls, Patrick and several other crewmembers were in the pool wearing big smiles — and little else.

The racing conditions for this year's regatta could not have been better. Every day there were clear, bright skies, temperatures in the 80s and whitecaps on Banderas Bay. And it surely seemed appropriate that this year's official MEXORC T-shirt had a jumping whale boldly silk-screened on its back, because the bay was teeming with whales — and manta rays, sea turtles and porpoises. The trip to the starting line each day was like an aquatic nature hike.

AS GOOD AS IT GETS



MEXORC '98 —



ALL PHOTOS LEW TOMECK

On the last day of the regatta the crew of the R/P 75 *Zephyrus IV* spotted what they thought was a big sunfish on the surface. Closer inspection, however, revealed it was a totally exhausted porpoise trapped in a gill net. Almost instantly, the boat's manager, David 'Roo' Stevenson, grabbed some scissors and jumped into the water, joined immediately by Mexican crewman Odin Aragon. While Aragon stroked the nose of the fatigued animal, Stevenson started cutting away at the netting. A few minutes later the porpoise was free again.

After the racing ended that day and the engine was started on *Zephyrus*, four porpoises began to slowly circle their boat. No member of the boat's crew will ever believe that was a coincidence.

> *At 82,000 pounds, 'Sorcery' weighs as much as all the other boats in her class combined.*

Zephyrus was in the spotlight for other reasons, as well. The MEXORC regatta was her first test around the marks against other turbosleds, and both Roy Disney's SC 70+ *Pyewacket* and *Magnitude*, Doug Baker's Andrews 70+, were primed and ready. For Disney, this also was more than just another regatta: he is finalizing arrangements to build a development of the R/P *Zephyrus* design and was very interested in learning more about that boat's performance.

Unfortunately, neither Disney nor *Zephyrus* owners John Parrish and Bob McNeil had much of an opportunity to develop conclusions about the relative performance of their boats. In the second race of the regatta, *Pyewacket* tacked directly in front of *Zephyrus*. Before *Zephyrus*' driver John Parrish could alter course, his bow was deeply buried in the port side of Disney's transom. The gash went through the transom, slicing into the bottom surface of the boat all the way to the waterline stripe.

Instantly, seawater started pouring into *Pyewacket*. The crew quickly loaded all of the sails up on the bow in an effort to lift the stern out of the water. Also, Dan Crowley crawled into the stern and stuffed sail bags and the mainsail cover into the incision. That stopped the flow sufficiently for *Pyewacket* to safely return to the marina — but she was damaged too badly to rejoin the competition. Adding insult to injury, *Pyewacket* was disqualified from that race for tacking too close.

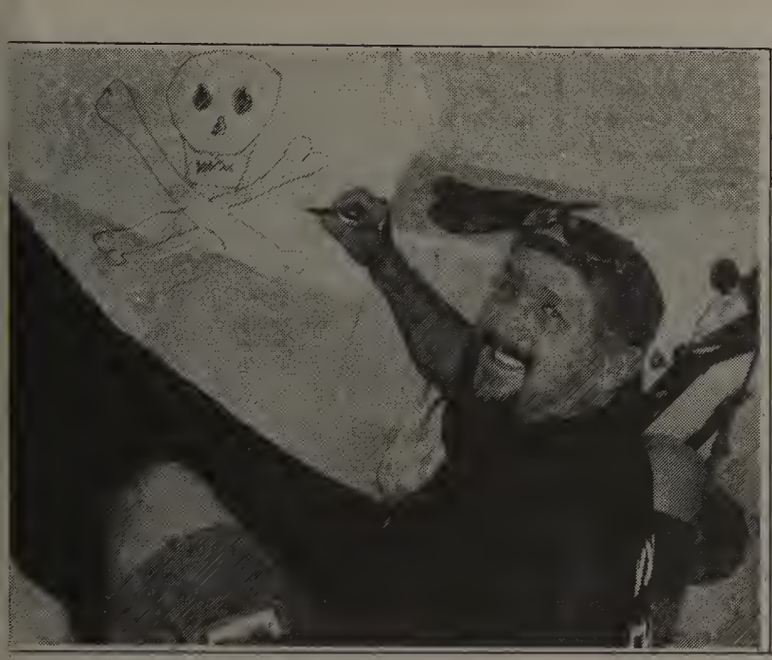
This loss reduced the maxi class to just three boats — *Zephyrus*, *Magnitude* and Jake Wood's venerable Mull 82 *Sorcery*. At some 82,000 pounds, *Sorcery* weighs almost exactly as much as all the other boats in her class combined. . . including *Pyewacket*.

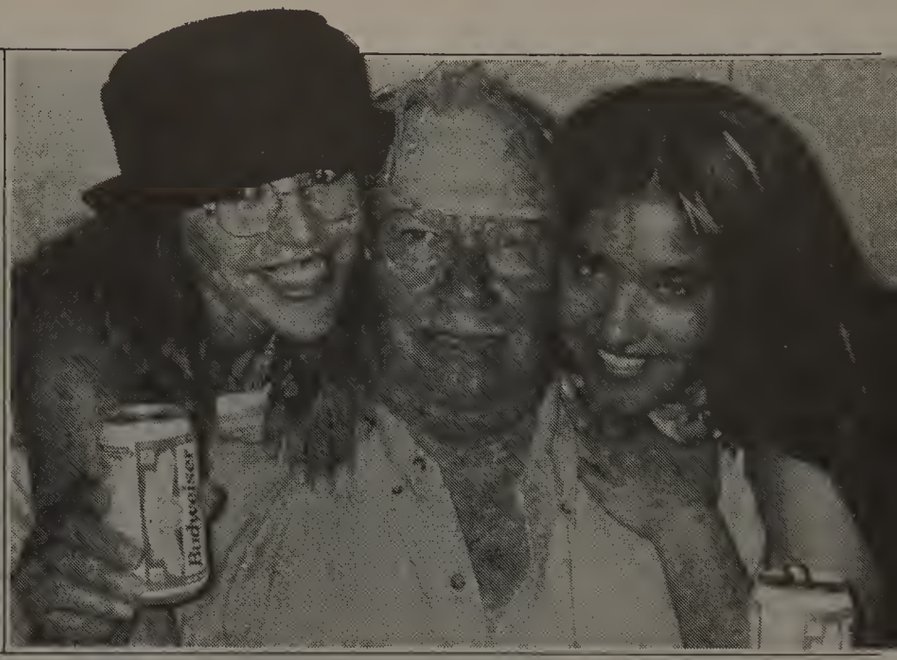
Based on IMS data and the results of the '96 MEXORC regatta, chief handicapper Dan Nowlan assigned *Sorcery* a rating that gave her about 30 seconds a mile from the two remaining boats in her class. Owner Wood was definitely not happy with that rating — until after the first day's races. While the big red maxi was well off the pace when the wind was under 8 knots, it was a very different story as soon as whitecaps appeared on Banderas Bay. In 12 knots plus, *Sorcery* was a bit slower than the lighter boats downwind but she gave away absolutely nothing upwind. *Sorcery*, with her crew of more than 30 people, won the first two buoy races rather handily. It was pretty obvious that it would be a long week for the lighter boats unless the whitecaps disappeared. That didn't happen.

Sorcery won the Maxi Class by a point over *Magnitude* in spite of staging a full-blown man overboard drill in the last race. Actually they had both a man and a woman overboard. During a tack in 15 knots of wind, one of the flailing jib sheets picked Dinah McIvor right off the deck and launched her over the side. McIvor's boyfriend Dave McCalley watched the incident from the back of the boat and instantly jumped into the water without pausing to remove either his shoes or sunglasses. The crew quickly lowered the jib and picked up both of them within five or six minutes. While McIvor was badly bruised, the two were otherwise okay, so *Sorcery* continued racing.

Zephyrus owners Parrish and McNeil were disappointed with their third place finish but readily acknowledged that they are still on the steep part of the learning curve. They feel their boat has a lot of under-utilized potential — and apparently Disney agrees. He plans to go ahead with his plans to build a new

The lethal-looking 'Zephyrus' has failed to live up to expectations thus far — but it's just a matter of time before she lights up the scoreboard.





From left: Dave and Dinah went for an unscheduled swim off 'Sorcery' in the last race; Roy Pat Disney touches up the new graphics on 'Pyewacket's transom; Jake 'This Bud's For You' Wood celebrates with new friends.

Reichel/Pugh 75.

As is typical, the majority of the 27-boat MEXORC fleet was comprised of Mexican boats, most of them up from Acapulco. Also competing was a fleet of six Capri 37s that are dry-sailed from the boatyard in Puerto Vallarta.

In the six-boat IOR Class, Antonio Elias raced *Swing/Olé*, a fractionally-rigged Judel/Vrolijk 45 that he just brought over from Japan. It was Elias' first regatta in the boat and they finished a credible third behind *Nitissima*, Jorge Ripstein's R/P 43 and Aaron 'Chatto' Saenz's R/P 43 *Quintessence*.

Last year, *Quintessence* was the overall MEXORC winner with Dave Ullman calling tactics and sail trim for Saenz. For this regatta, Ullman moved over to *Nitissima* and — whaddya know? — that boat emerged as the class winner. But it wasn't easy.

Charlie Ogletree, one of Ullman's employees, sailed on *Quintessence*, and the two boats were only a point apart going into the last race. At the start of that race, Ogletree caught his boss off guard and had *Nitissima* pinned helplessly at the port end of the line with just a minute to the red shape. While this may not have been a good career move for Ogletree, it was certainly a beautifully executed match-racing tactic.

"I really didn't expect Charlie to attack us like that," Ullman admitted later. "He caught us totally by surprise." Nonetheless, *Nitissima* had the speed to crawl back to win the race as well as the class crown.

The overall regatta winner was Ricardo Brockman's Beneteau 42 *Iorana* — which sailed in the racer/cruiser class. Somehow having a low-tech boat win the overall prize seemed appropriate for this event, which places equal emphasis on racing and fun. Certainly race officers Pete Case and Mike Wathen did a great job — and absolutely no one was surprised when a postponement flag went up in place of the warning signal at the first start each day. It just wouldn't be very friendly to start a race when most of the Mexican boats were still powering out from the marina. Getting a late start is part of the MEXORC tradition — and after a week of living in *mañana*-land it occurred to a lot of *gringos* that maybe the Mexican racers have their priorities arranged properly after all. Who needs the intensity of the SORC?

— tom leweck

CLASS A — 1) **Sorcery**, Mull 82, Jake Wood, 8 points; 2) **Magnitude**, Andrews 70+, Doug Baker, 9; 3) **Zephyrus IV**, R/P 75, John Parrish & Bob McNeill, 11. (4 boats)

CLASS B — 1) **Nitissima**, R/P 43, Jorge Ripstein, 7 points; 2) **Quintessence**, R/P 42, Aaron Saenz, 10; 3) **Swing/Olé** JV 45, Antonio Elias, 17. (6 boats)

CAPRI 37 — 1) **Chivos**, F. Rabago, 6 points; 2) **Barlovento**, J. Gonzalez, 9; 3) **Super Tialoc**, M. Vazquez, 15. (6 boats)

CLASS D — 1) **Iorana**, Beneteau 42, R. Brockman, 5.5 points; 2) **Bingo**, Choate 37, B. Meyers, 9; 3) **Veloce**, J/120, A. Baptista, 14.5; 4) **Marda Gras**, SC 52, M & S Phelps, 17. (11 boats)

OVERALL — 1) **Iorana**; 2) **Sorcery**; 3) **Magnitude**; 4) **Bingo**; 5) **Nitissima**. (27 boats)

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Like so many before us, we had sailed for many years and kept hold of the dream. We spent many hours figuring out what makes a good cruising boat and considerable time finding the one that was to be our home for the forseeable future.

We eventually found *Slow Dancin*, a Hylas-Frers 42. After spending two years outfitting her, we finally left Anacortes, Washington on a blustery April 25, 1996. We cast off from our mooring to start a new life of travel and cruising.

COURTESY *SLOW DANCIN*

Gayle King, Doug Hughes and Chalchi.

Our time wandering in Canada and down the West Coast brought us in contact with many new friends, new ports and memorable times. We joined the 1996 Baja Ha-Ha and had a great time sailing to Cabo San Lucas in company with other cruisers. From there to Mazatlan, we had a great winter of cruising the Mexican mainland as far south as Manzanillo. We returned to Mazatlan and prepared to spend what we heard would be a hot but good time in the Sea of Cortez for the summer.

We left Mazatlan in mid-June and sailed to Baja. Clear, warm water and superb diving were on our agenda and we weren't disappointed. However, after a few months, we found ourselves tiring of days in a row of 105-110° weather. So we started sailing north of Agua Verde, both to escape the heat and to get north of the storms of the approaching hurricane season.

Hurricane *Linda* was the first to threaten. When it started north, all cruisers listened intently to Tom, the Chubasco Net weatherman, for updates. And they started looking for places to hole up.

By this time we had moved to Puerto Don Juan, near Bahia Los Angeles. A few days later, we moved to Partita Norte, about 20 miles to the southeast, and spent a wonderful week with friends.

Tropical Storm *Nora* became a hurricane while we were in Partita Norte. Tracking her northerly path became a twice-a-day priority (again thanks to Tom and the Chubasco net). It soon became apparent that we were not only going to feel *Nora*'s effects — the storm could possibly come directly over our area.

There were four boats anchored in Partita Norte, and plenty of room, but as *Nora* approached, we began to consider moving. We just didn't feel comfortable that close to the storm's track. We were going to San Carlos in several weeks anyway, and a quick look at the chart showed a place that was on the way, afforded good protection, and would be farther away from the main wind patterns. It was called Dog Bay, located on the southeast corner of Tiburon Island. We contacted other cruisers who had been in Dog Bay before and all felt the Bay was fine.

Dog Bay faces east with high hills to the west. This looked ideal given that storm winds were to start building southeast and rotate westerly, ending up north-northwest. This was all favorable. So was the depth and holding ground. There's a shelf starting out several miles from the island at 80 feet that works gradually up toward the beach and cliffs. Finally, with its location 50 to 60 miles east of the predicted storm track, we estimated Dog Bay should only experience winds in the 40-50-knot range, instead of closer to 70 knots in the area of Partita Norte.

So on the morning of September 23, we set sail for Dog Bay. Upon arrival that afternoon, we spent an hour circling the Bay and checking all depths, shelves, rocks, etc. At 6 p.m., we finally anchored in 30 feet of water. Holding ground was sand and appeared good as our 66-lb Bruce was set and Gayle paid out 300 feet of chain. The wind was ESE at 12-15 knots, with a 2-3' swell and 1-2' chop.

The wind continued to build gradually, and with it the swell. By midnight, it was blowing a constant 25 knots, which held until noon on the 24th. Then it started to build again, first to 30 knots in the afternoon and then 35. By dark, it was blowing a constant 40. The seas were now 6 to 8 feet, and short and steep as our anchorage started to become a surf line.

At about 8:30 p.m. it looked like we were starting to drag. Our radar and fathometer confirmed this. The wind had not rotated as expected, so we were now in a lee shore situation, and it was pitch dark with no moon.

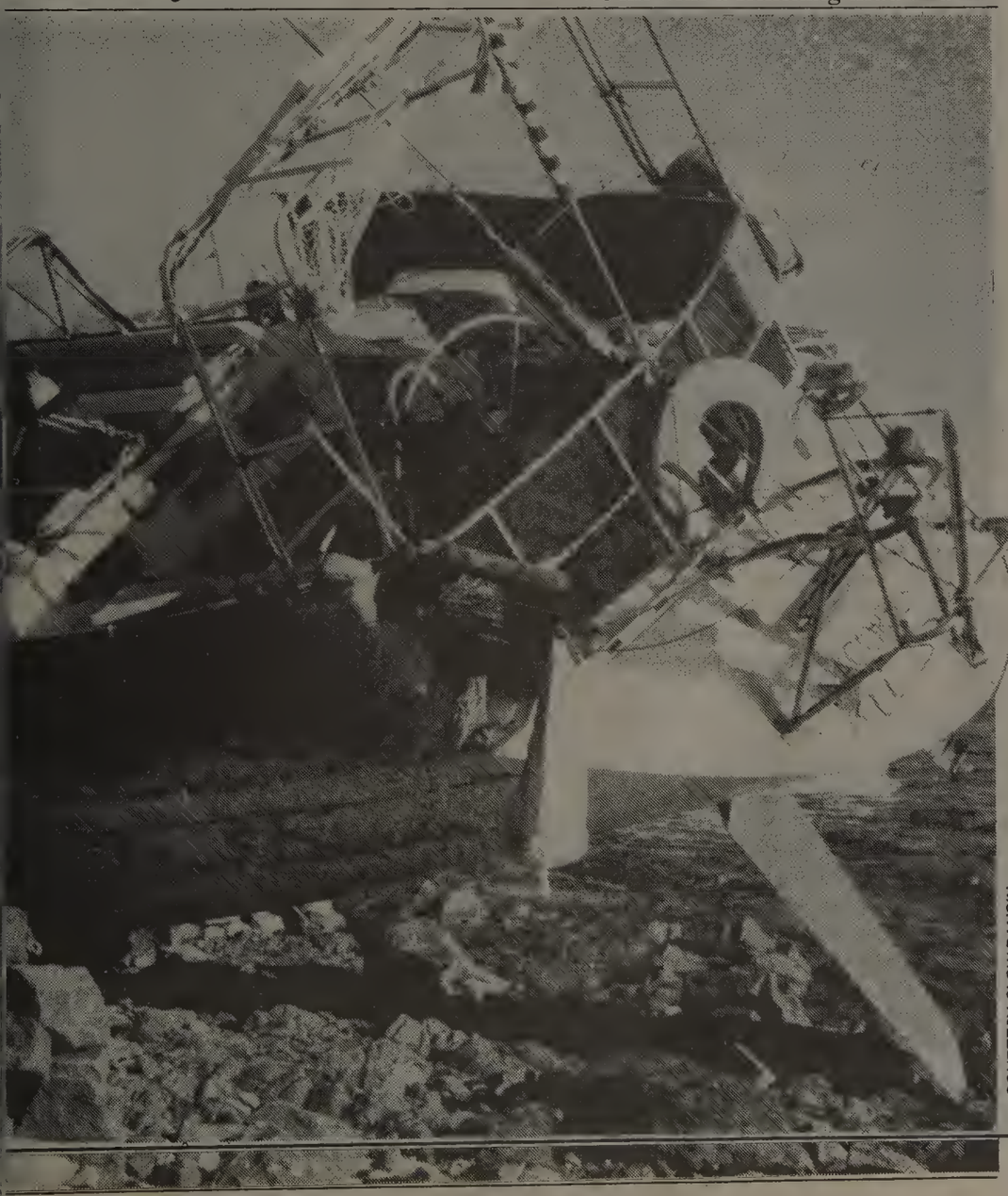
As 10-foot breaking waves started to come over as well as under the boat, we decided it was time to leave. I started the engine and Gayle went forward to raise the anchor. The depth had gone from 30 feet down to 12-15 feet under the keel. (Much of this had to do with the increased wave action.) We didn't know exactly where we were going to go, another location or to San Carlos. All we knew for sure is that we couldn't stay any longer at Dog Bay.

At first, everything went fine as the anchor rode inched its way aboard. But almost as soon as Gayle motioned that

the anchor was up, she ran back to tell me we'd hooked a huge metal grating — a shrimp boat 'drogue' — on the anchor. At the same instant, the engine RPMs dropped. Something had fouled the propeller. I put the engine in neutral, where it ran okay. When I tried reverse, it didn't engage. I tried forward — nothing. We had no power!

The boat immediately swung beam-on to the waves. We had only seconds to react. There was no time to set another anchor, so we decided to try to roll out our jib. We had just started to move forward when the shadow of the 200-ft cliff moved by the bow of the boat. We knew instantly that we weren't going to make it.

After the storm: 'Slow Dancin' on the beach at Dog Bay, Tiburon Island, Mexico. It took a week and a half to get her off.



COURTESY SLOW DANCIN

We braced for impact. As much as I could, I steered the boat around several large rocks as they emerged from the surf and spray. I also tried to keep the boat aimed to land on her port side to save all the radios and electronics on the starboard side. Meanwhile, Gayle was below putting survival gear — handheld radio, spotlights, food, water and so on — into waterproof bags.

We knew instantly that we weren't going to make it...

We hit with a sickening thud and immediately started grinding on the rocky shore. Each succession of waves picked the boat up and smashed her down anew a little farther up the beach. After an hour, she finally stopped moving up, but continued the horrid up-and-down crashing as waves broke over the boat, smashed into the cliff face and broke over us again on the way out.

We could see that we'd come to rest on a solid rock beach beneath a small cliff. We couldn't see much else, except that there was no way to get off the boat. We sent up flares and used VHF, SSB and Ham frequencies, all to no avail. Our masthead antennas were practically touching the cliff, which we figured probably messed up the signals.

We battened the boat down as best we could, but she was over about 60° and it wasn't long before she began taking on water as rocks pounded through the port side. We put on our survival gear and rode out the storm, drinking lots of fluids to keep from getting dehydrated. When we had to move, we crawled along the cabin sole, taking every precaution not to injure ourselves. The roar of the wind and surf and the pounding of rocks under the boat was so loud that we had to scream at each other to be heard. During one such shouting match, we vowed to survive the ordeal and return — "no matter what" — to Mazatlan for another Thanksgiving with our cruising friends.

We also started trying to figure out how and when we could get off. We decided the best course of action was to wait for low tide — and daylight.

We tried the radios all night, but never got through to anyone. It occurred to me, however, that Roy of *Nighthawk* was going to come on the Sonrisa net an hour early for calls other than Ham traffic.

At 0600 hours, I dialed in the frequency, made the call and held my breath. I can't tell you how relieved we were when Roy — at home in Hemet, California — came back. We immediately transmitted a *mayday*, which Roy relayed to the Coast Guard.

Forty-five minutes later, we were still waiting for a response. Roy called back and patched us through to Tim on *Ca-*

sual Water, which was then in Cabo San Lucas. We weren't sure we heard Tim right when he said he was going to run up the street to get ahold of the Red Cross. What we didn't know at the time was that, in times of emergency, the Red Cross can cut through all the red tape and initiate a search and rescue themselves! Within hours of our call to Tim, a Mexican destroyer was on its way to us. It would still be 13 or 14 hours before it arrived, though, and the tide was coming up.

Despite the continued pounding, we had to stay on the boat through one of the highest tides of the year. By the time the tide had gone out and the waves were only waist high, we spotted activity on one of the four or five shrimp boats that were anchored offshore. It pulled in as close as was safe, and two guys jumped into the water and swam 3/4 of a mile to us. With their help, we unloaded a little food, our survival gear, some important papers, all our money and Chalchi, our ship's cat. I was also on the radio a lot during that time. By now, Jim on *Priority* had taken charge of the *Sonrisa* net, and he stayed with us faithfully all day, clearing the channel of unnecessary traffic, patching my calls through to the destroyer, helping with translations and doing a lot to bolster our spirits.

By 3 p.m., the tide was coming in again and the wind was starting to build. I told Jim we were going ashore. We locked the companionway and left *Slow Dancin* for what we were afraid was the last time. We hiked a half-mile to a sand beach, with our fishermen friends each hauling a bunch of our stuff. And at one point we had to laugh — there, high and dry on the beach, was our inflatable raft that had broken loose from the boat when we hit. We piled all our stuff in it and made ourselves as comfortable as possible. The fishermen refused to take any money, but did accept a cigarette each, which they enjoyed before swimming back to their boat. (I'm sorry to say that we took videos of these wonderful young men, but didn't get their names.) As the shrimpers motored out of sight, we wondered if we were going to be there 2 more hours, 2 more days — or 2 more months.

The destroyer *I. de la Llave* arrived about 9 p.m. By that time, we were talking to them over our handheld VHF. They anchored pretty far out (their charts were probably no better or worse than ours), and put three sailors in a boat to come get us. We fired off flares so they could see exactly where we were and they made it through the surf like pros.

Spread, waves-eye view. Lower inset, the large patch covered a large hole. Upper inset, It was hard to tell which caused more damage to our nav station, the grounding or the vandals that stole our instruments.

From the moment they packed us and our gear in the boat and launched back through the surf, the Mexican Navy personnel could not have treated us better. We couldn't touch a thing; they did everything for us. They were marvelous and very concerned, asking all sort of questions like, "Do you need medical attention?" "Are you hungry?" and one that caught us by surprise: "Where's the child?"

I said we had no child aboard, which caused a bunch of puzzled looks — from them *and* us! Then it hit me. Somewhere in the translating, someone had apparently assumed Chalchi was human. Gayle opened her float coat and lifted out our very wet and unhappy Abyssinian cat. "Chalchi," she said. That really broke the ice.

We were repeatedly informed — as we were shown our stateroom in officers quarters — "that the main purpose of the Mexican Navy was to preserve life at sea." And everyone was so concerned that we were comfortable, from the stewards to Captain Mario Rios Hernandez. When the air conditioning went out, they actually set up a double bed on the bow of the ship for us — and a cardboard 'litter box' for our cat — and we fell asleep under the stars. When it started raining just before dawn, they ushered us below to our quarters. They were just great.

On the way back to Guaymas, we reestablished contact with the Ham nets through the destroyer's ancient radio. And as we passed by San Carlos, we heard via VHF that another Mexican Navy boat, a PT-like craft called *Huasteca*, had been sent to watch our boat. It arrived in the

area at 4 a.m.

We arrived in Guaymas at 1 p.m. the next day. Upon our arrival, a high-ranking officer with the title of Commander of the Sea of Cortez came aboard and personally asked if we were all right. He repeated that the Navy's number one mission is to preserve life at sea. And then he turned *really* serious. In front of Captain Rios and all his officers, he asked, "Were you treated properly by the Navy?" I think if we had said they didn't have our favorite flavor of ice cream, he might have had the captain shot. I thanked him and assured him that we had never been treated better — and I meant it.

The Commander also brought bad news: *Slow Dancin* had been broken into, he said, and many valuable items were stolen. This became apparent at dawn when the crew of the *Huasteca* noticed a bunch of stuff piled on the beach. Later itemization showed these to include virtually all our electronics, including the radar, and our computer and printer — all literally ripped out of the nav station. (To gain access to the locked boat, the thieves hacked and sawed the companionway off.) Also taken were our nice Henckel knives, all the brass items on the boat, and all Gayle's jewelry.

Almost more disturbing were the items left aboard. These included our anchors and chain, the 'cheap' silverware, food and our medical kit. This led us to believe that the theft had not been commited by Mexicans — who would have taken those items — but by *gringos*. The more we thought about it, the more sense it made: unlike most Mexicans, Americans would more likely have been listening on the radio and known exactly when we left the boat. We figure the thefts occurred between then (midnight) and when the *Huasteca* arrived offshore at 4 a.m. We took some solace in the fact that it was definitely not cruisers — there were none nearby. However, there were a number of 'campers' parked ashore at nearby Keno Bay, and it was only a short *panga* ride to where *Slow Dancin* laid on the beach.

We owe Captain Cuauhtamoc Garcia Enrique and his patrol boat crew a debt of gratitude for going ashore and retrieving our belongings from the beach, even though, by that time, most of the electronics were ruined.

When we finally gathered our stuff together and left the destroyer, Captain Rios pointed to a young sailor at the end of the dock next to a pickup truck. "He'll stay with you the rest of the day," said the Captain, "and take you anywhere you want to go."

After we got a room at a local hotel and cleaned up a bit, we started working on how we were going to get our boat back. We contacted our insurance company in San Diego, and I found a salvage guy in Guaymas — known either as 'Oscar' or 'Lillie' depending on who you talk to — who is apparently sought out for jobs all over the world.

Our insurance company sent an independent marine surveyor down two days after the grounding. We went with him back to the boat, traveling overland to Keno Bay, followed by a short *panga* ride. We took extensive videos of *Slow Dancin*, upon which repair estimates back in the States would be based. Although seeing the boat so ripped up by the vandals was the low point of the whole experience, we were heartened to hear that the surveyor thought the boat could be salvaged.

It took Oscar/Lillie a week and a half to get *Slow Dancin* off the beach. Several days of that were taken up by flopping the boat onto its other side so the big hole on the port side could be patched. Fortunately, the weather stayed nice until right near the end of the operation. The boat was finally pulled back into the water by a shrimp boat and towed to Marina San Carlos.

The outpouring of kindness from other cruisers in San Carlos during our stay was just incredible. When we got off the boat, all we were wearing were T-shirts and bathing suits. As soon as we arrived, people started knocking on our door, offering clothes, food and other kindnesses. When *Slow Dancin* arrived at the marina two weeks later, the folks on *Xephyr* came by in their van, loaded up all our wet clothes and returned them, washed, dried and folded.

As 10-foot breaking waves started coming over the boat, we decided it was time to leave.

Jim and Gail sailed *Priority* over from Puerto Don Juan to continue their role as chief morale boosters. When the boat was finally hauled out at Marina San Carlos, Don and Di (and kids Krista and Mike) of *Lady Di* showed up with a work party. "Looks like a good day to muck a boat out," Don said with a big smile. We

EVERY CRUISER'S NIGHTMARE

wish we had gotten the names of everyone who helped out. I never thought nearly losing our boat could be a 'positive' experience, but the kindness of both cruisers and the Mexican people in the aftermath of what happened is a wonderful memory Gayle and I will always carry with us.

"Looks like a good day to muck a boat out."

After six weeks of cleanup and waiting for bids, we decided things would be easier to deal with back home. So the yard loaded the boat on one of their special trailers and had her delivered to a yard in Tucson. There she was transferred to another truck and brought to Driscoll's yard in San Diego.

Before leaving San Carlos, we made a point to talk by phone to Tim on *Casual Water*, and the Red Cross representative (whose name we didn't write down) who initiated our search and rescue. We were surprised to learn that the Red Cross office did not have a radio. When Tim told the representative of our plight, they both ran down to the harbor and the Red Cross man used the radio on Tim's boat to call the Navy!

Because of what had happened to us, a group of cruisers headed by Joe on *Sea Hope* thought of a way to really thank the Red Cross: purchase and install an SSB and antenna for the Red Cross office. Although we were not directly involved in this project, we were heartened to hear that word spread fast and many people donated money or time to the project. As a result, the Red Cross office in Cabo now has its own radio, and should be able to cover most of the Sea of Cortez down to about Puerto Vallarta.

After seeing our boat safely to San Diego (we bought a van and escorted her the whole way), Gayle and I kept the promise we had made on that terrible night on the beach. We returned to Baja, took the ferry to Mazatlan and enjoyed our second Thanksgiving at Marina Mazatlan. We had much to be thankful for.

People ask what, if anything, we've learned from our experience. Is there anything we could or should have done differently? I think the biggest message of our experience is, "Don't think it can't happen to you." Looking back, I can't think of a single decision we made that — given the same conditions and forecast — we would not make exactly the same way again. We had a 66-pound Bruce anchor down and 300 feet of chain. We had been there two days. I was not particularly comfortable with where we were anchored, but given the time frame and the forecast, it seemed the best decision. We had the least wind of anyplace we heard about, but it didn't clock around as predicted. And who would ever have imagined we'd hook this shrimp drogue. If you had 100 tries with 100 anchors, you couldn't have hit it. But we did.

At this point, our attitude is that it happened, we lost some stuff, and we survived. We're now looking forward, not back. We want to get on with life, and get back to cruising.

As of March, the hull of *Slow Dancin* had been repaired, and the yard was busy at work rebuilding the interior. Driscoll's has been doing a fabulous job. Our insurance is covering the repairs and has reimbursed us for most of the bills we incurred in Mexico readying the boat for shipment back home. (We've learned volumes about that subject, by the way. When this is all over, Gayle plans to write an article about the ins and outs of marine insurance.)

If all goes as planned, *Slow Dancin* will be sailing again by summer. We want to sail the boat locally for three or four months, but hope to be headed south again by October or November. I probably don't have to say it will be with a whole new appreciation for the people and the lifestyle we've come to love.

— doug hughes and gayle king

We would like to extend special thanks to the following people who went beyond the call of duty to help us out: Roy on Nighthawk, *Jim and Gail on* Priority, *Don and Diane on* Lady Di, *Tim on* Casual Water, *Sylvette on* Day by Day, *Joe on* Sea Hope, *Bear on* Oceana, *Dennis and Arlis on* Sea Ya, *Becky and Loch on* Xephyr, *and John and Patty on* Stone Soup.

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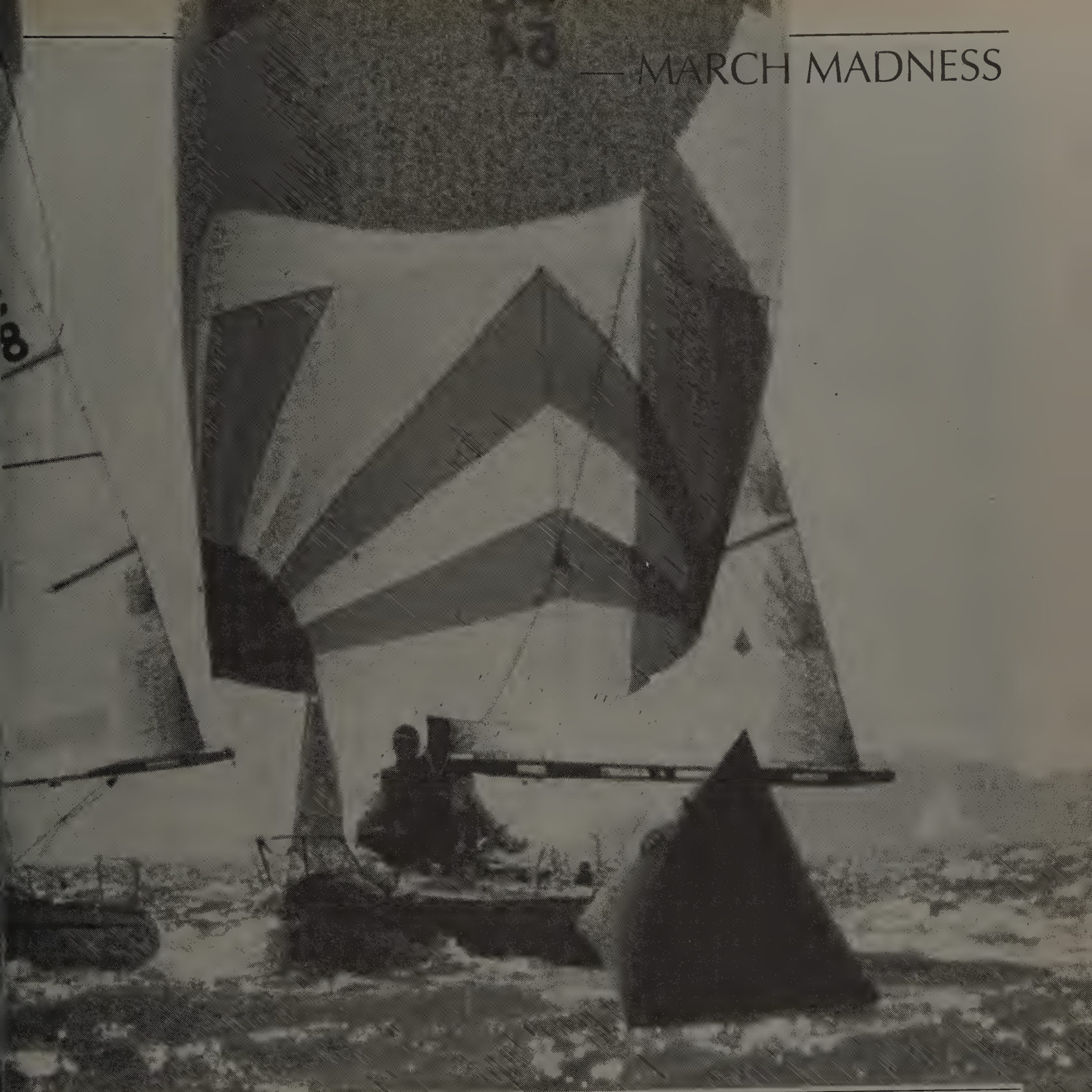
BIG DADDY REGATTA

Richmond YC's annual Big Daddy Regatta, held on the splendidly dry and sunny weekend of March 14-15, offered that club's usual funky brand of fun both on and off the water. A sizeable turnout of 120 boats, all rating 168 or lower, showed up to enjoy the tried-and-true format of two buoy races on Saturday, a Disaster Area theme party on Saturday night, and a pursuit race on Sunday. The mellow weekend on the Richmond Riviera succeeded despite a major problem with the SIs, a computer glitch in the scoring software, and a series of other minor race committee errors. "Organized confusion" was one participant's description of the regatta. Others were less charitable, suggesting the disaster theme had crept out onto the race course as well.

At $1.75 a foot (i.e., $70 for a 40-footer, $52.50 for a 30-footer, etc.) to enter, the regatta wasn't exactly cheap either — though the racers did enjoy free beer both afternoons, a Blues Brother-type band at the dinner/dance on Saturday night, champagne and *hors d'oeuvres* at Sunday's awards ceremony, and some truly unique trophies — including orange plastic hardhats (in keeping with the disaster theme) for the top ten finishers of the pursuit race.

The racing itself was really nice. Walt Logan's new Farr 40 *Blue Chip* stole the show on Saturday, rattling off a pair of bullets in its racing debut. Dale Williams' Beneteau 42 *Savoir Faire* and Kim Desen-

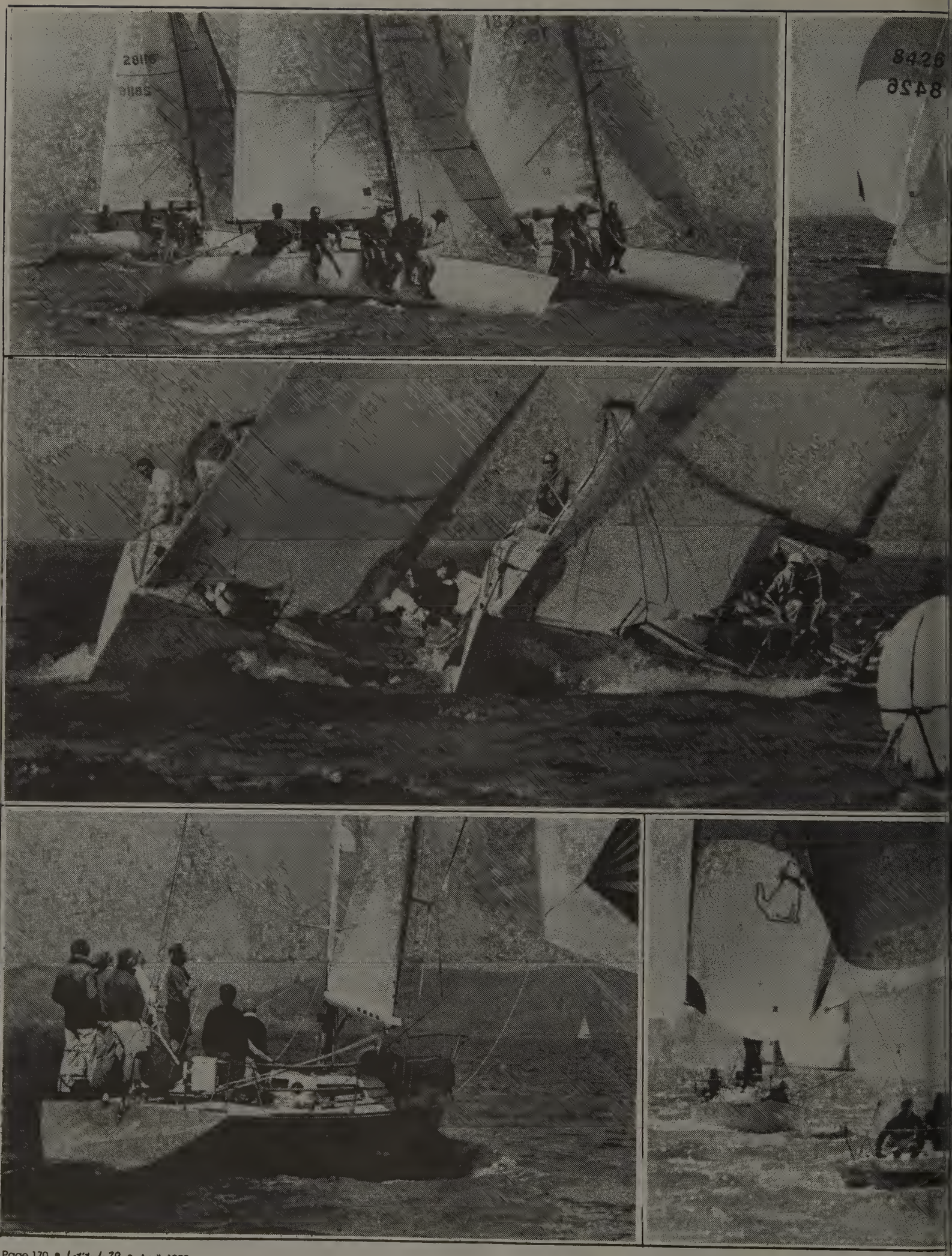


The Big Daddy was the second event on the Moore 24 Roadmaster Series, which helped account for their stellar 20-boat showing.

berg's Wylie Wabbit *Mr. McGregor* also posted double bullets in their divisions. Confusion about whether the start/finish line was restricted (it wasn't mentioned in the SIs, but was still restricted under the lesser known YRA rules) skewed the results in several of the classes, leaving a bad taste in some people's mouths.

But the Saturday night festivities and Sunday's entertaining reverse-handicap, either-way parade around Angel Island and Alcatraz soon smoothed over any negative vibes. The pursuit race was won by John Siegel's aluminum Wylie 42 *Scorpio*, with tactician Jeff Madrigali making the correct call to sail the course counterclockwise. Only about a dozen boats sailed through Raccoon Strait first — and, when the breeze died near the end of the race, those boats collectively clobbered the much larger clockwise contingent by about an hour. First home of the 'wrong-way' boats was Mark Thompson's N/M 39 *Raven*.

Altogether, it wasn't the best Big Daddy in history, nor was it the worst. "Everybody should lighten up and realize that this isn't the America's Cup, nor is it meant to be. It's just the Big Daddy," figured Carl Schumacher, who won the highly competitive Express 27 class. "The sailing was great, and at least it wasn't raining!"



BIG DADDY REGATTA, clockwise from above — The 'Raven' gang hangs it out for our camera; 'Takeoff' on the launching pad; 'Big Dog' leads 'Barking Dog' Into the wing mark; standing about on 'Marishana', another pretty new boat on the Bay; 'Cha Ching' (left) and 'Scorpio' overlapped; 27s on the Expressway; Wabbits weaching; 'Blue Chip' in her first race. All photos 'Latitude'/rob.

BIG DADDY

LATITUDE/ROB

'insufferable' punishes her mainsail en route to a third place finish in the new 30-Footer Fleet.

TWO BUOY RACES (Saturday, 3/14):

FLEET A (21-75) — 1) **Blue Chip**, Farr 40, Walt Logan, 2 points; 2) **Raven**, N/M 39, Mark Thomas, 5; 3) **Azzura**, Azzura 310, Jonsson/Svendsen, 7; 4) **Scorpio**, Wylie 42, Jon Siegel, 9; 5) **JackRabbit**, N/M 39, The Liggetts, 10. (10 boats)

FLEET B (72) — 1) **Expeditious**, Express 37, Bartz Schneider, 4 points; 2) **Kiri**, J/35, Bob George, 6; 3) **Re-Quest**, Express 37, Glenn Isaacson, 7; 4) **Bliss**, Express 37, Mike Grisham, 8. (8 boats)

FLEET C (78-126) — 1) **Savlor Faire**, Beneteau 42, Dale Williams, 2 points; 2) **Sweet Okole**, Farr 36, Dean Treadway, 4; 3) **Friction Factor**, Wylie 33, Rob Anderson, 9; 4) **Spirit**, Choate 40, Doug Russell, 10; 5) **Sundog**, Bianca 414, Bill Wright, 10. (10 boats)

30 FOOTERS (117-132) — 1) **Redux**, Olson 911-S, Nick Barnhill, 3 points; 2) **Pizote**, Santana 30/30, Kevin Knick, 8; 3) **Insufferable**, N/M 30, Peter Rookard, 14; 4) **Jane Doe**, Olson 911-S, Bob Izmirian, 16; 5) **Ixxis**, Olson 911-S, Ed Durbin, 17. (13 boats)

FLEET E (135-168) — 1) **Uno**, WylieCat 30, Steve Wonner, 5 points; 2) **Jammin' Too**, Catalina 36, Michael Lamb, 7; 3) **Harp**, Catalina 38, Mike Mannix, 12; 4) **Seasaw**, WylieCat 30, Allan Bray, 13; 5) **Mintaka**, C&C 36, Gerry Brown, 20; 6) **Chorus**, K-38, Peter English, 20. (18 boats)

FLEET F (sportboats) — 1) **Run Wild**, Olson 30, Dale Irving, 4 points; 2) **Twist & Shout**, Melges 24, Jessica Lord, 4; 3) **Abracadabra II**, Antrim 27, Montoya/Schaumberg, 7; 4) **Dragonsong**, Olson 30, Tim Knowles, 10. (9 boats)

FLEET K (159-168) — 1) **Moonchild**, Olson 25, Tim Kelbert, 3 points; 2) **Barking Dog**, Olson 25, Jeffrey Kroeber, 3; 3) **Big Dog**, SC 27, Michael Brumgton, 7. (7 boats)

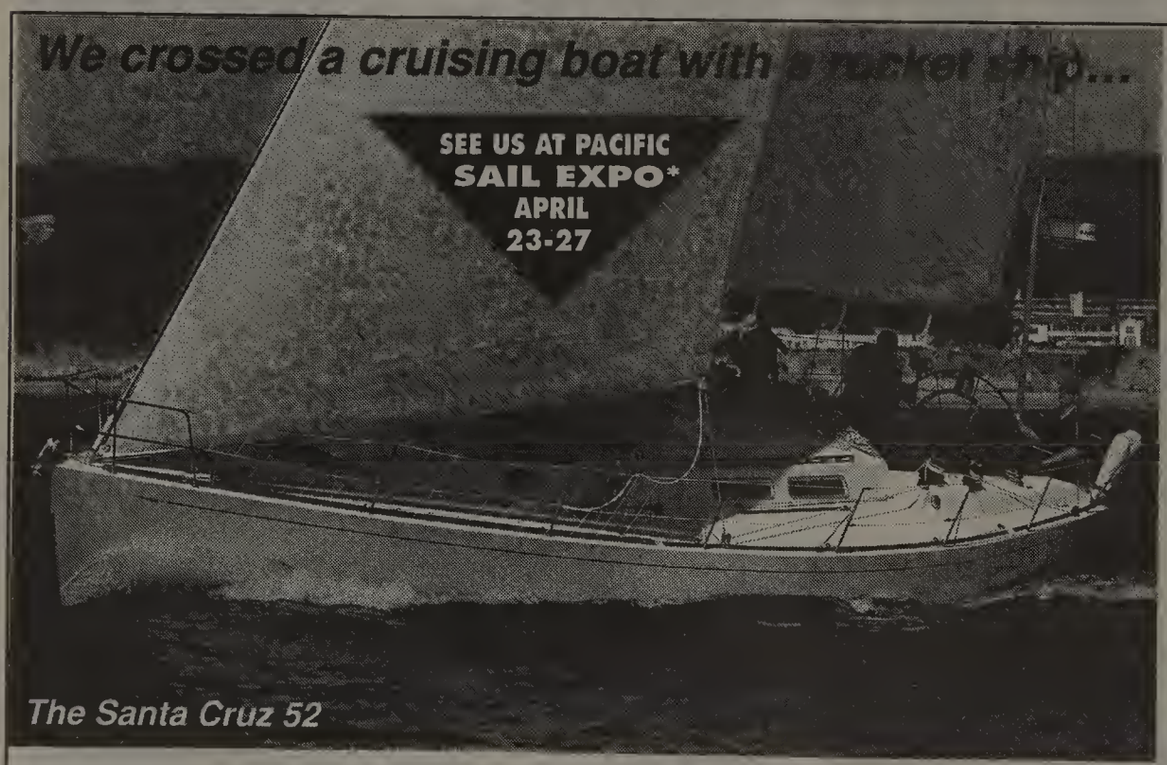
EXPRESS 27 — 1) **New Moon**, Schumacher/Franklin, 5 points; 2) **Bobs**, Mike Hearn, 8; 3) **Motorcycle Irene**, Paxton/Lambiotte, 10; 4) **Moonlight**, Jim Gibbs, 11; 5) **Sonita**, Page/Kneier, 12; 6) **Summer Palace**, Bart Harris, 13. (14 boats)

MOORE 24 — 1) **Kamikaze**, Michael Fink, 3 points; 2) **Nobody's Girl**, Sydnie Moore, 7; 3) **Bruzer**, Gary Tracey, 8; 4) **Wet Spot**, Mike O'Callaghan, 12; 5) **Gelifetch**, Shana Rosenfeld, 13; 6) **Frenzy**, Lon Woodrum, 16; 7) **Two Irrational**, Chargin/Burleson, 17. (20 boats)

WABBIT — 1) **Mr. McGregor**, Kim Desenberg, 2 points; 2) **Tulawemia**, Mark Harpainter, 5; 3) **Wind Blown Hare**, Steve Bates, 8. (6 boats)

PURSUIT RACE (Sunday, 3/15):

1) **Scorpio**; 2) **Insufferable**; 3) **Silkye**; 4) **Re-Quest**; 5) **Roadhouse Blues**; 6) **Owslarah**; 7) **Redux**; 8) **Pizote**; 9) **Light'N Up**; 10) **Frenzy**. (120 boats)



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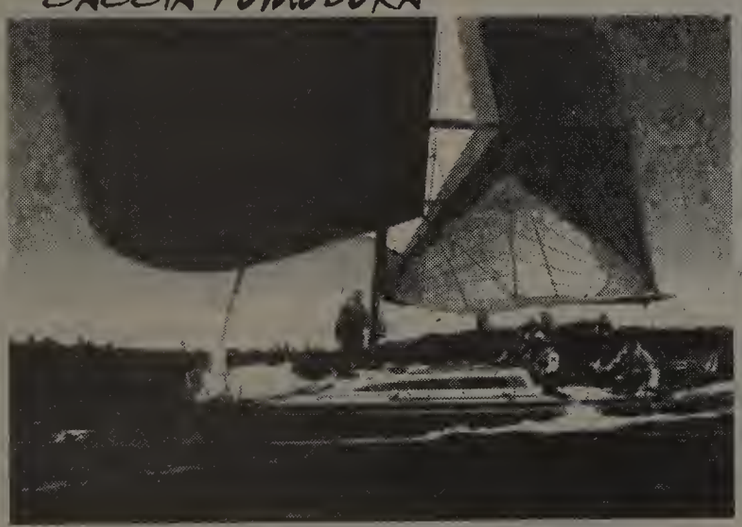

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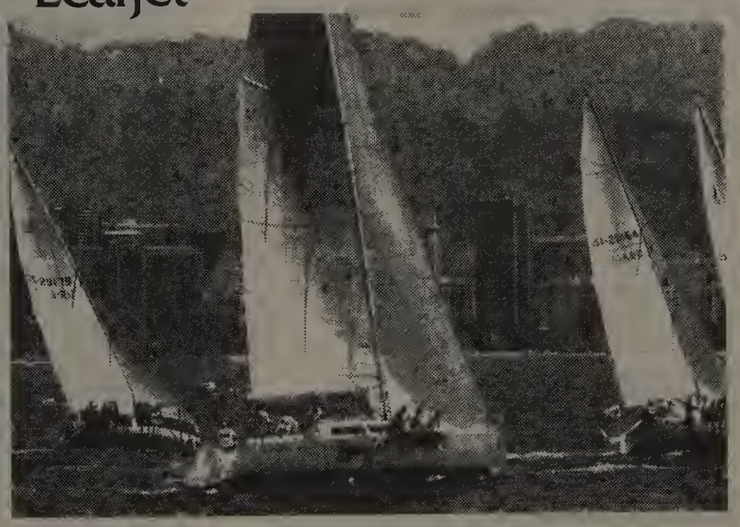

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NEARLY DYING TO SAVE OTHERS

The story began in 1951, when the bodies of 43 French fishermen — the victims of a trawler crashing into a breakwater — were stacked "like puppets" in the lobby of the hospital at Boulogne-sur-Mer, France. Dr. Alain Bombard, the 27-year-old surgeon on duty, was unable to revive any of them.

The story reached a climax in December 22, 1952, when the same Dr. Bombard stumbled ashore on Barbados after a 2,700-mile voyage across the Atlantic aboard an inflatable raft. He'd made the voyage to prove that many castaways, despite having neither food nor water to start, could live off the sea for an indefinite period of time.

Bombard's most controversial conclusion — that in certain circumstances limited amounts of seawater could and should be consumed — never received widespread acceptance. And today's technology has made the debate largely irrelevant. With the advent of EPIRBs and reliable marine radios, there's really no reason for anyone to bob around on the ocean for more than a day or so. In addition, hand-operated watermakers are also available.

While the drinking of seawater question might have become moot, Bombard's daring voyage is as interesting today as it was nearly 50 years ago. For as Bombard predicted, the major problem wasn't going to be getting enough food or water from the sea, but dealing with despair and solitude. Here then is a short version of a courageous man's long voyage into the unknown on behalf of potential castaways.

For the young and athletic Bombard — he'd already swam the English Channel once — the sight of the 43 dead fishermen "became the very expression of human misery". Although he offered no substantiation, Bombard claimed that Boulogne alone lost 100 to 150 fishermen to the sea each year, and the rest of the world's oceans — even in peacetime — claimed another 200,000 lives. "More than a quarter of them," Bombard asserted, "had survived the disaster only to die shortly afterward in mortal agony."

Having previously studied the "resistance of human organisms to deprivation", Bombard speculated that it might be possible for shipwreck survivors to live much longer than was commonly accepted as physiologically possible. The three problems were: 1) Water, 2) Food — and the biggest of all, 3) Morale. "How many castaways have become stiff and sudden corpses," he asked, "killed, not by the sea, not by hunger or thirst, but by their own terror? Despair is a far more ruthless and efficient killer than any physical factor."

Having clearly stated the problem, a confident Bombard concluded, "The conquest of fear and the search for sustenance should not present insurmountable difficulties."

Above: Dr. Alain Bombard. Right: 'L'Heretique', the 15-ft inflatable he sailed from Monte Carlo to Barbados —without food or water.

Oddly enough, Bombard never addressed the problem of 'exposure' — more accurately hypothermia — which almost certainly killed most shipwreck victims — including those whose bodies Bombard found piled up in the French hospital.

As happens in most great stories, chance plays a role. Late one afternoon a fellow Channel swimmer invited Bombard to go for a spin in a horseshoe-shaped inflatable powered by an outboard. The inflatable, designed by "M. Debroutelle, a well-known airman", was remarkably similar to the ubiquitous yacht tenders of today. Brash and adventurous, Bombard and his friend decided it would be a hoot to charge 22 miles across the Channel to England. It took them about nine hours. Two days later they braved gale conditions to make the return trip in 18 hours. The seaworthiness of the inflatable rubber boat made a big impression on Bombard.

During a later sojourn in the inflatable, the engine crapped out and Bombard and his friend drifted for two days before being rescued. It gave the French doctor an opportunity to test his belief that it was possible to benefit from drinking small amounts of seawater — providing that one wasn't already dehydrated. Inspired by what he considered the success of his little experiment, Bombard decided to get serious about his survival theories for castaways. He moved to Monte Carlo to conduct research at the famous Oceanography center.

Bombard postulated that the food problem for castaways could be solved in two ways. The first was by catching fish using traditional methods with hooks and harpoons. Many fishermen considered this to be utter nonsense, as in the '50s there was widespread belief that few fish inhabited the waters beyond the continental shelf. But if there were such fish and they could be caught, they could provide all the necessary proteins, fats and vitamins — except for Vitamin C — necessary for a balanced diet.

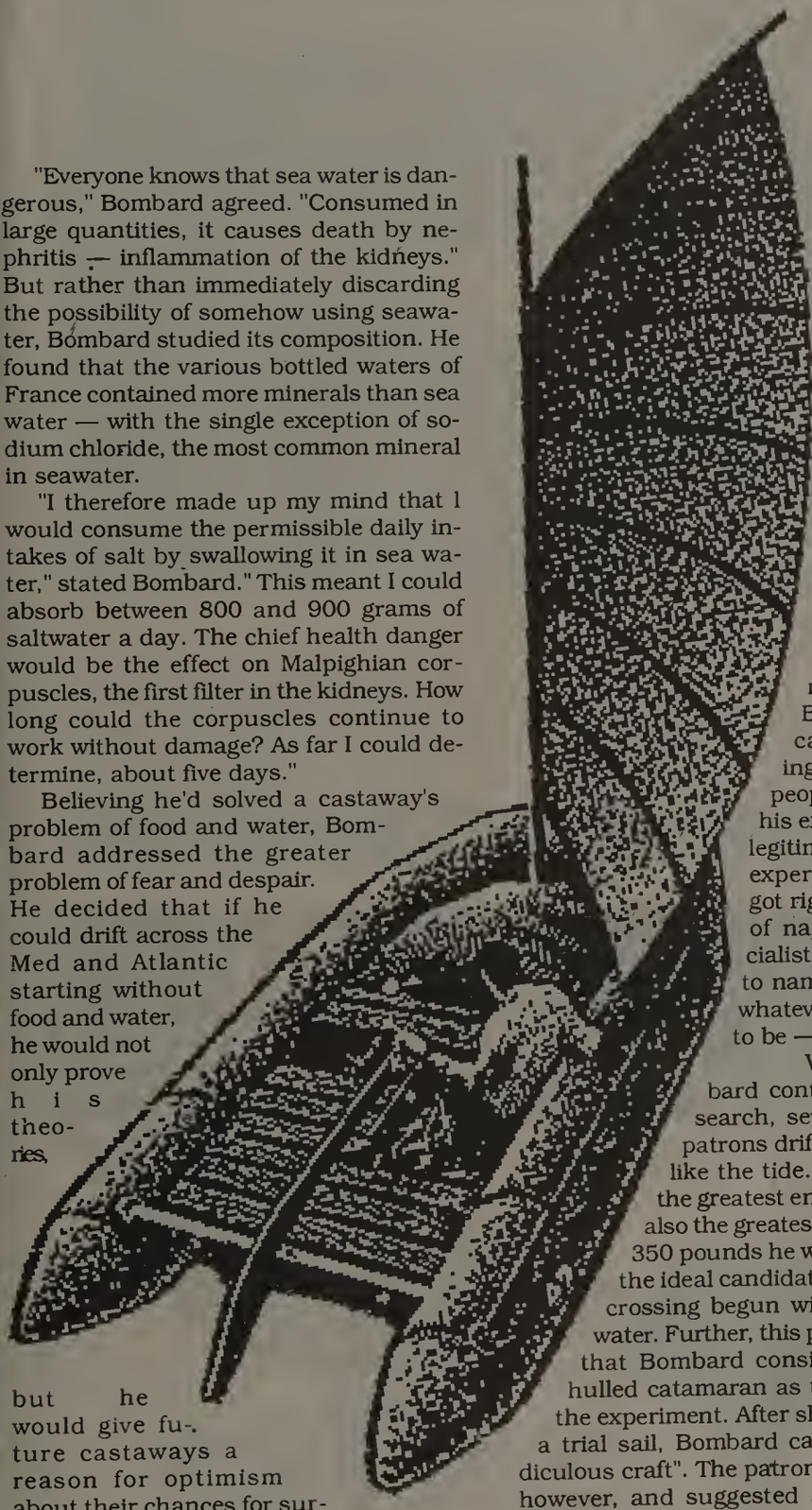
As for the Vitamin C problem, Bombard observed that whales obtained their ascorbic acid from plankton. He therefore decided that castaways should carry a six-foot diameter 'straining cloth' with which to collect planktonic plants and animals. Between the fish and the plankton, he figured that a castaway's food problems had been solved.

Water, of course, is a much bigger problem than food, because a healthy person can survive for about 30 days without food but only about 10 days without water. But where to find potable water?

Bombard's research revealed that 75% of the weight of fish castaways were likely to catch was actually water. Fresh water. "Have you ever had to eat fish which some careless cook has forgotten to season?" Bombard asked. "It's completely insipid. If I could only extract the liquid from the flesh of fish, I could get all the water I needed from just seven pounds of fish a day." Extracting the liquid had a simple three-stop solution: 1) Cut fish into chunks. 2) Place chunks into hand-operated fruit press. 3) Squeeze the press. Voila — 'fish juice'!

Recognizing that it might take a couple of days for castaways to get it together to catch fish, and that it would take even longer for fish-attracting barnacles to grow on the bottom of a raft, Bombard needed a second source of fresh water. Everybody had thought about the obvious — seawater — but dismissed it.

— THE BOMBARD STORY



"Everyone knows that sea water is dangerous," Bombard agreed. "Consumed in large quantities, it causes death by nephritis — inflammation of the kidneys." But rather than immediately discarding the possibility of somehow using seawater, Bombard studied its composition. He found that the various bottled waters of France contained more minerals than sea water — with the single exception of sodium chloride, the most common mineral in seawater.

"I therefore made up my mind that I would consume the permissible daily intakes of salt by swallowing it in sea water," stated Bombard." This meant I could absorb between 800 and 900 grams of saltwater a day. The chief health danger would be the effect on Malpighian corpuscles, the first filter in the kidneys. How long could the corpuscles continue to work without damage? As far I could determine, about five days."

Believing he'd solved a castaway's problem of food and water, Bombard addressed the greater problem of fear and despair. He decided that if he could drift across the Med and Atlantic starting without food and water, he would not only prove his theories, but he would give future castaways a reason for optimism about their chances for survival. Fear could be replaced by hope.

By this time inquisitive reporters had spread word of Bombard's proposed experiment, and he often came across as a looney. Soon he began receiving letters from people with odd reasons for wanting to accompany him across the Atlantic. One volunteered to let Bombard eat him in order to survive if the experiment failed. Another wanted to go because he'd been unsuccessful at three previous suicide attempts. Yet another begged Bombard to take his mother-in-law.

Having received a degree from Faculté de Médecine-Paris and practiced medicine, Bombard became increasingly angry that people didn't view his expedition as a legitimate scientific experiment. So he got right in the face of naysaying 'specialists' by deciding to name his craft — whatever it was going to be — *L'Hérétique*.

While Bombard continued his research, several possible patrons drifted in and out like the tide. The one with the greatest enthusiasm was also the greatest in stature. At 350 pounds he was not exactly the ideal candidate for an ocean crossing begun without food or water. Further, this patron insisted that Bombard consider an open-hulled catamaran as the vehicle for the experiment. After she capsized on a trial sail, Bombard called her a "ridiculous craft". The patron was unfazed, however, and suggested a 50-ft cat — complete with a galley. Then he began musing about a fleet of them for a trip all the way around the world.

Not only did most people not take Bombard seriously, the ones who did wanted to change the very nature of his experiment. In the end, a friend came up with a modest book deal that enabled Bombard to eventually buy a 15 foot, 6 inch inflatable boat similar to the one he'd taken across the English Channel. It was outfitted with a mast, one sail, a rudder, a radio transmitter that never worked, and other basic gear.

During Bombard's search for crew, he attracted the attention of Jack Palmer, an Englishman who'd become a naturalized citizen of Panama. Palmer appeared to be the perfect candidate, for he not only professed belief in Bombard's ideas, but was an experienced small boat seaman, having sailed his 30-foot sloop from Panama to Egypt and back to Monaco. He was soon signed on as the only crew.

Bombard did enjoy the full support of his wife, Ginette — despite the fact that she was several months pregnant at the time.

As the departure time neared, even more yahoos and wackos emerged to reduce the dignity of the endeavor. "Young man," said one, "I've just returned from South America and know something about this business. If your companion dies along the way, don't be squeamish, eat him. Anything serves as food. I know, because I've even eaten shark."

On May 25 Bombard and Palmer were towed just outside Monte Carlo, where they were set adrift without food or water. It didn't take long for fear to join them.

"Fear, the enemy which was to attack me so often during the coming seven months," wrote Bombard, "laid its clammy hand on me for the first time. The sensation only lasted a brief moment compared with the deep wound it had yet to cause me. We were to know the feeling well, not this light touch of fear at the moment of departure, but the panic revolt of body and soul terrified by the elements, as if the whole universe had become one dreadful menace."

Having no food, Bombard and Palmer immediately set about the experiment in earnest. "In about an hour the plankton net caught two tablespoons of a sort of pap that was by no means unpleasant to the taste and quite filling — despite being not particularly appetizing to look at," wrote Bombard. "Most animal plankton has the flavor of crab or lobster puree. It was really quite a feast." His partner Palmer was somewhat less enthusiastic.

"So much for Vitamin C, what about real food? The first fish they caught and attempted to eat wasn't as appetizing as lobster puree. "We caught a splendid grouper and pulled it in with haste as one might draw the first bucket of water in an oasis after crossing the desert. The creature was gutted and cut into neat slices. The sight of the pink flesh almost made me vomit — and Jack obviously

felt the same — despite the fact that I had already tried eating raw fish in the laboratory. It was up to me to lead by example, and it was quite delicious." These days Bombard would have to pay big money for the same stuff in a sushi bar.

Bombard and Palmer also put some of the fish chunks into the fruit press to make 'fish juice'. No remark was ever made about how this tasted, although much later Bombard was to "beg God to let me live long enough to drink, at one gulp, two quarts of milk". Having theorized that it was important to begin drinking small amounts of sea water while still hydrated, Bombard began to drink some. Palmer begged off.

The trip across the Med was more an adventure than a success. The two had wild times getting used to the inflatable. They came across a rare "100 foot long" albino whale. Palmer almost drowned when a brief tow off the coast of Menorca flipped the *L'Hérétique*. And several times they drifted in big circles.

Then, having gone 10 of 14 days on just fish and fish juice, they set off smoke bombs to attract the attention of *Sidi Ferruch*, an Italian passenger ship. "What the hell do you want?" the captain growled. They asked for emergency rations and water — "even though we didn't need it".

Why they took the rations and water if they didn't need it was never sufficiently explained, but as a result they were blasted in the press and roundly derided by most experts. In addition, Bombard had problems on the home front, as patrons were waffling and there were other bureaucratic snafus. Deciding that the Med was too confining for a true experiment, Bombard and Palmer transported *L'Hérétique* aboard ships to Tangier, Morocco. The plan was to sail from Tangier to Casablanca on the northwest coast of Africa, then to the Canary Islands, and finally 2,700 miles across the Atlantic.

After a series of delays in Tangier and a realization that Palmer's heart was no longer in it, an increasingly frustrated Bombard made a brash decision: "I am taking the responsibility of leaving alone," he wrote Palmer. "Success can come only if we believe in it implicitly." So it was that Bombard set off alone, "borne along by a combination of anger, ambition and confidence."

So you might better appreciate the 65 days Bombard spent in the raft in order to give castaways a better chance of survival, we're spreading this story out over two issues. At least that's the excuse we're using.

— latitude 38

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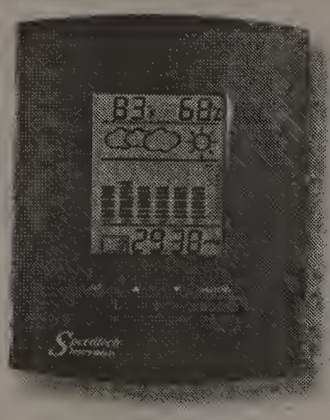

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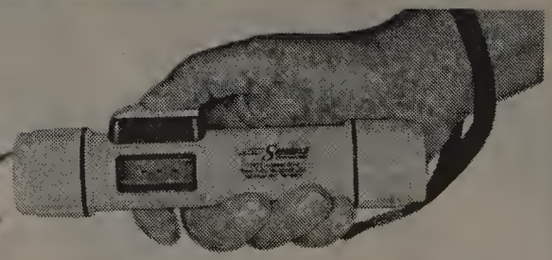

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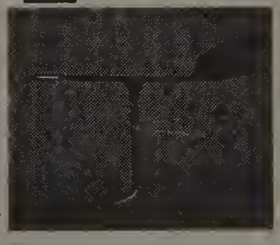

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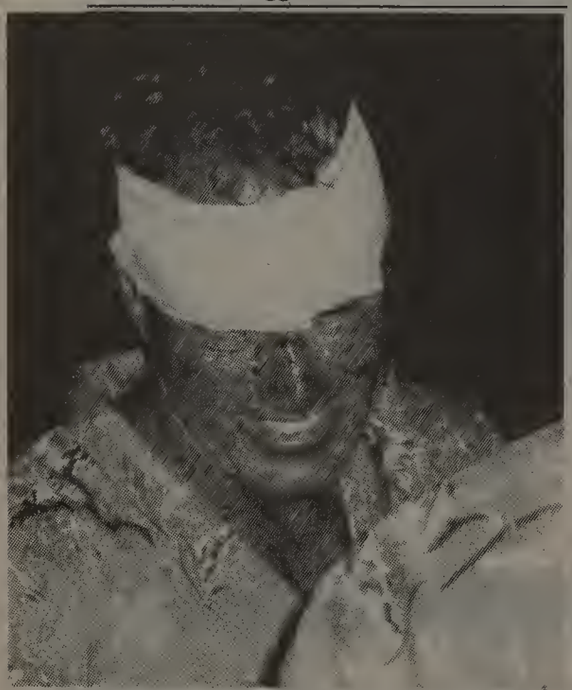
'LITTLE GREENIE' FUN

The just concluded El Niño winter of nearly constant rain and/or overcast has been a real delight, hasn't it? But on the off chance you might want to sail in warmer and brighter conditions next winter, may we suggest the19th Annual St. Martin Heineken Regatta?



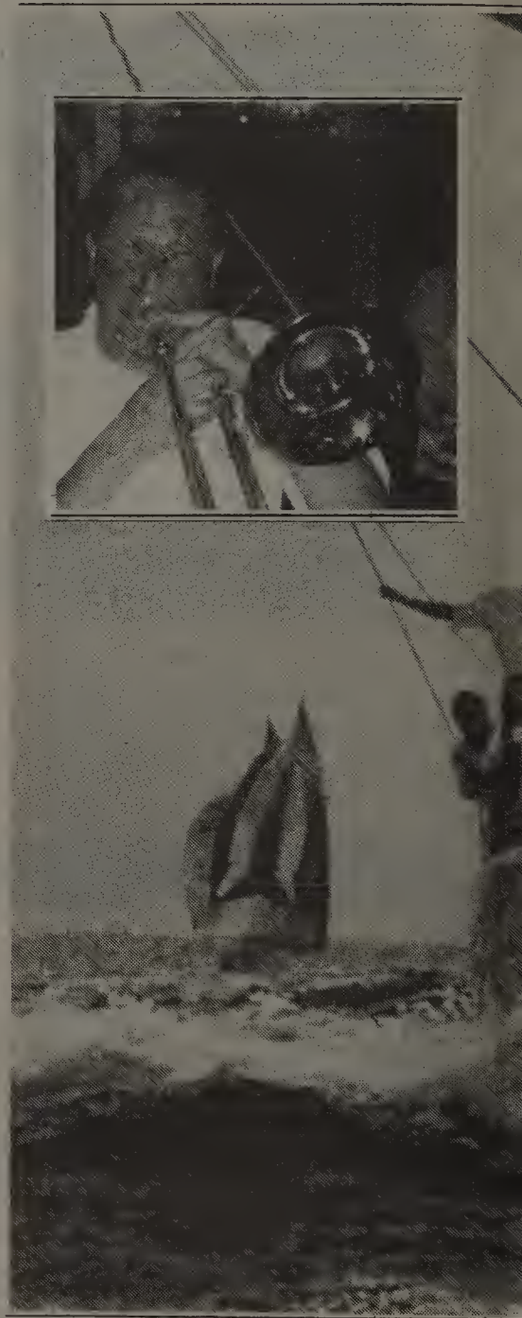
Red badge of courage. Rushed to a hospital for a head injury, this sledman was patched up and whisked back to the party at Marigot Bay.

The "serious about having fun" series is held on and around the Eastern Caribbean Island of Sint Maarten / St. Martin. What's with the two names? Half the island is Dutch and the other half is French. Although only five miles by seven miles, St. Martin is one of the major commercial and transportation hubs of the Eastern Caribbean. More importantly to you, it's a sailing nexus with ideal tropical weather. No matter if it's day or night, it's always about 80°. And no matter what time of year, the easterly trades reliably blow at between 10 and 25 knots, and the bathtub warm water is many serene shades of blue.

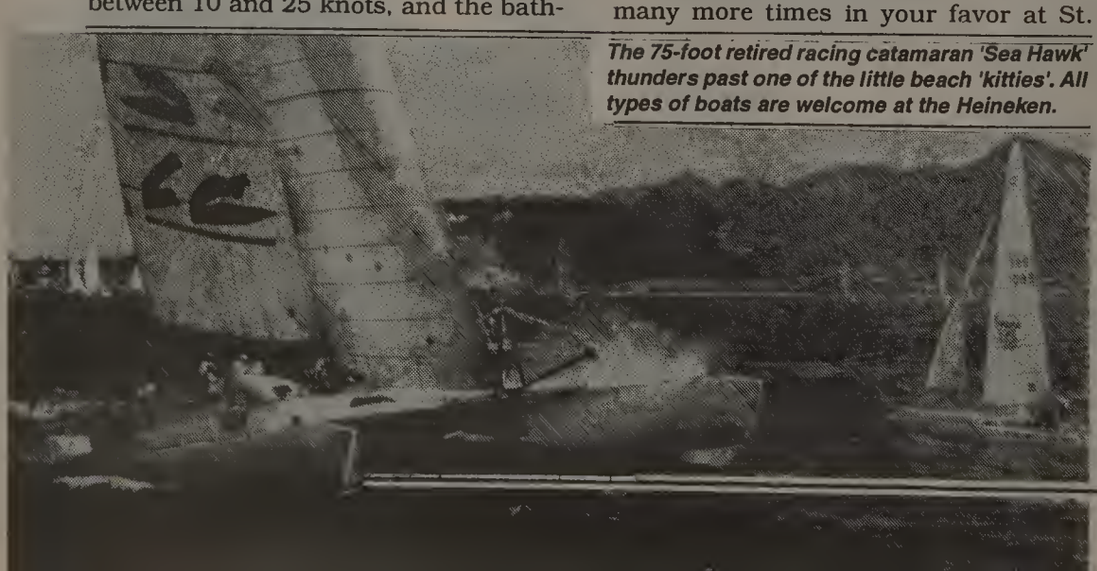
'The Heineken', as the event is known to everyone, still trails Antigua Sailing Week in prestige and numbers, but the gap has rapidly been narrowing. And depending on your wants and needs, the Heineken may offer some distinct advantages. Say you have a wife or ladyfriend who likes to sail, but just not as often or as intensely as you. Unlike Antigua, which is a truly grueling seven days of pretty serious racing and partying, the Heineken is only three grueling days of pretty serious racing and partying. So if your lady chooses, she can spend the first day on a white sand beach browning her lovely body, the second day exercising your credit card at a glossy Marigot Bay jewelry emporium, and on the third day join you for the terrific around-the-island racing finale.

And once the regatta was over, there would still be time to do some cruising before a week-long charter was up. St. Martin itself has some nice coves, Anguilla is only five miles away, and the gem of the universe, St. Barth, is only 20 miles away. For those lucky enough to have two weeks, Nevis, Antigua and Guadeloupe and even the Saintes are within range, and it's only a day's sail in the opposite direction to the tranquil waters of the British Virgins.

St. Martin has some practical advantages, too. It has more jumbo jet flights arriving from the States — as well as Europe and South America. The charter fleets are large and feature plenty of variety. The more cosmopolitan nature of the island means there's better dining, particularly on the French side, and that there's never a shortage of provisions. And in the highly unlikely event you don't already have a ladyfriend, the odds are many more times in your favor at St. Martin than Antigua.



The final Heineken advantage is the vibe. Black, white, French, Dutch, South African, or any mixture of the above — it doesn't matter, as everybody seems reasonably happy and able to get along. Regrettably, that's not always the case at Antigua, where late at night a small number of aggressive West Indian males have the annoying habit of deliberately creating minor confrontations. Invariably it's the only unpleasantness in what are otherwise fabulous weeks.



The 75-foot retired racing catamaran 'Sea Hawk' thunders past one of the little beach 'kitties'. All types of boats are welcome at the Heineken.

The Heineken began modestly in 1981, when Robbie Ferron — a chandler and great guy — decided it was high time that St. Martin, like the smaller nearby islands, have its own regatta. Twelve entries showed up to enjoy themselves. The numbers grew modestly until 1987, when

ALL PHOTOS LATITUDE 38

'Trader' kicked ass until it was discovered she had a carbon mast. Insets; it blew all day and night; Heineken had a big presence; babarama.

Arie de Groot, managing director of the island's largest food chain, decided the fledgling event had the potential to be a great promotional vehicle for the "little green bottles" his company also happened to import and distribute. So de Groot loaded some cases of Heineken in the back of his powerboat and drove through the racing fleet, passing the bottles out — at the end of a fishing pole — to the racing crews. Did deGroot have foresight or what? We're told that 700 *cases* of Heineken were sold the night of the party at Marigot Bay during the last Heineken.

As word spread about the great racing and party atmosphere, and as St. Martin began to overtake the Virgins as the yachting center of the Caribbean, the renamed St. Martin Heineken Regatta took off. There were 60 entries in '91, 189 in '95, and 250 in '97.

Along with the increased numbers came greater sponsorship. The event is now supported by such heavyweights as American Airlines, KLM, Shell, Polo Sport, and the Hotel and Tourism Association. Furthermore, there is great support from the smaller local businesses, from the

Even sailors who aren't normally 'tall ship' buffs were moved by the sight of the big guys under sail. They were spectacular!

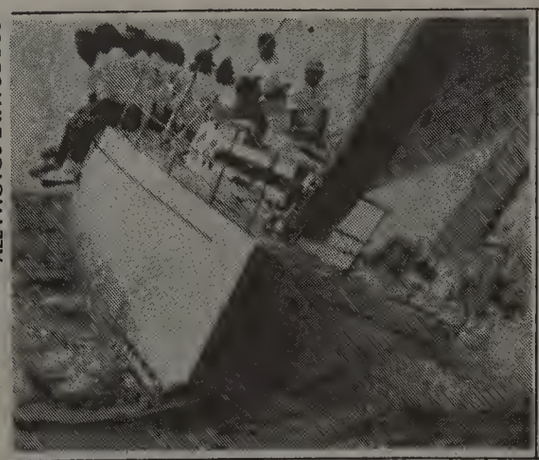
'LITTLE GREENIE' FUN

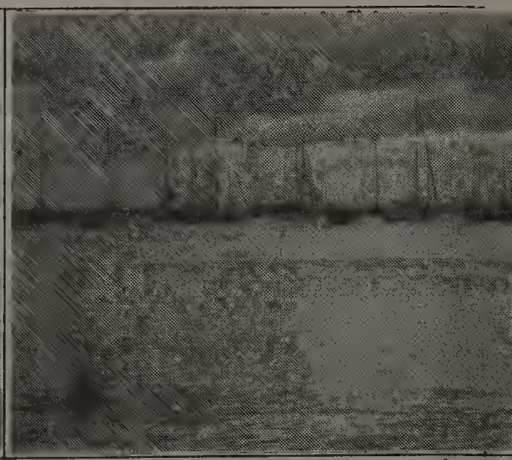
French and Dutch governments, and even the local population. One twin engine plane circled overhead during the first race to provide live radio coverage. Imagine KCBS giving live coverage of the Big Boat Series.

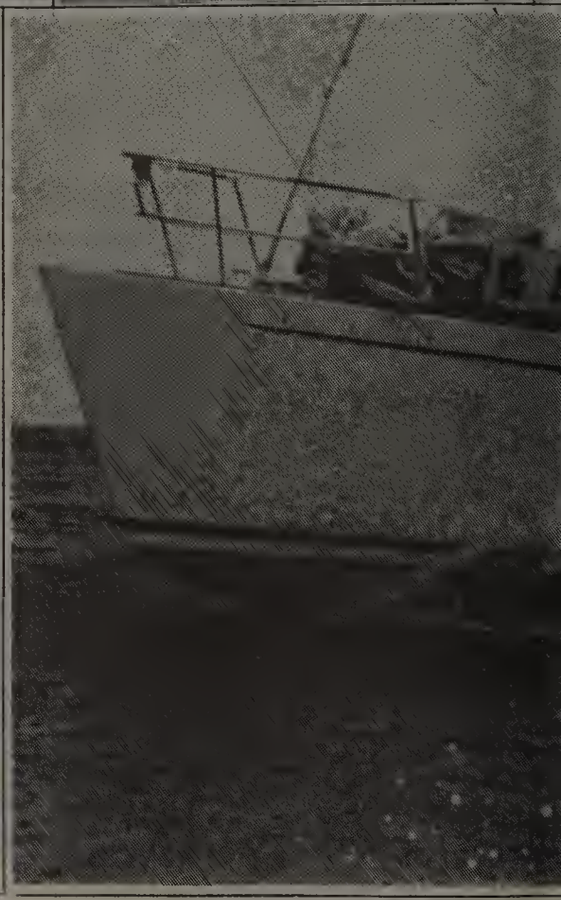
The Heineken has also benefited from a responsive and innovative management. When it's made sense, they haven't been afraid to change the number of races or the courses in order to provide more sailing pleasure and fewer chances of collisions. At its current stage of evolution, the Heineken consists of four races in three days. The non-spinnaker boats sail a total of 71.5 course miles while the spinnaker fleet courses total 87.5 miles. The beachcats have two additional days of racing at the beginning of the event.

As for innovations, participants could receive e-mail at one of several locations at no charge, or send an unlimited amount for a small charge. Also well-done were the shoreboat service. It was free until midnight and $2 after that. How was one supposed to find their boat among 350 others in the black of night? The shoreboat folks advised everyone to push the MOB button on their handheld GPSs when they were picked up. When it was time to return to their boats, the GPS gave them the direction and distance. Clever.

ALL PHOTOS LATITUDE 38

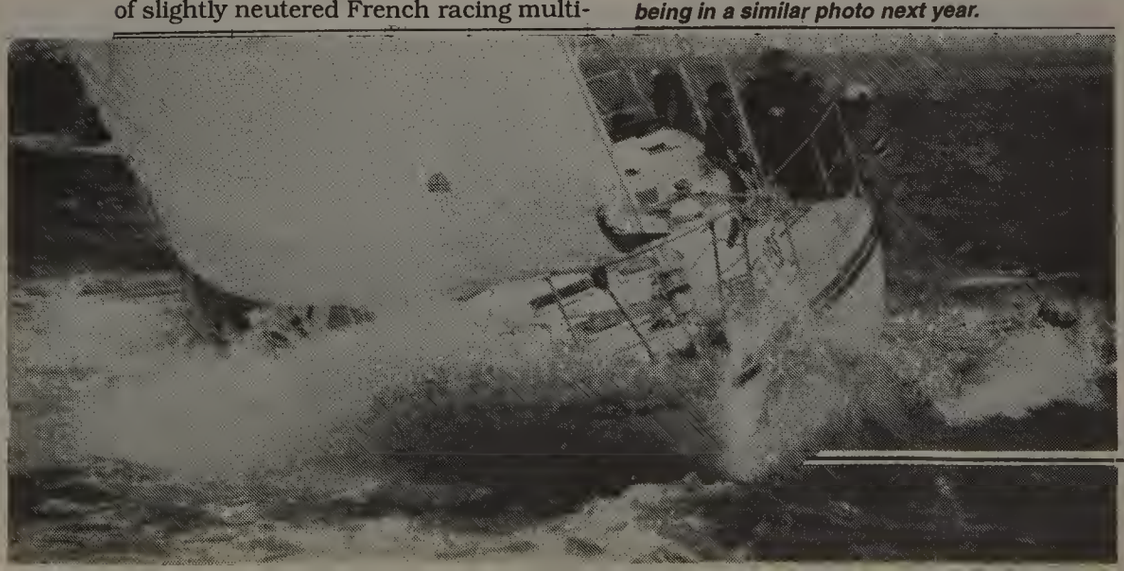






If there's one thing that makes most Heinekens — and this year's in particular — unique, it's the incredible range of entries. Shortly after the start of the around-the-island race, we saw — in a space about 200 square yards — the following boats competing against one another: several Hobie 18s and Prindle 19s; the magnificent 300-ft *Sea Cloud*, that had been built as a private yacht for Marjorie Post in 1929 and was later used as the U.S. Embassy to Russia; four other slightly smaller tall ships; Joe Colpitt's dazzlingly fast 56-ft cruising trimaran *Virgin Fire*; a week old F-31; and a couple of slightly neutered French racing multihulls. About a mile ahead were two Santa Cruz 70s, an Andrews 70, a couple of big Swans, a Frers 80, and a Whitbread 60. And closing in were a bunch of mid-size Swans and other racer/cruisers, a one-design class of J-120s, several Olson 30s and Hobie 33s, and many others including the 42-ft *Mirage* that Les Harlander built in Richmond about 15 years ago. Bringing up the rear were about 100 charterboats, many of them loaded with fly-ins from Holland. It took 17 classes to accomodate the variety of boats.

'Pretty Woman' looked lovely pounding through the indigo seas. Nothing is stopping you from being in a similar photo next year.



As for the racing conditions, they got better each day. It blew 10 knots under gray skies the first day, 15 under partly cloudy skies the second day, and 20 to 25 under bright sunshine for the around-the-island race. The competition at the top of each fleet was excellent, and there were many close finishes. And for those mostly having fun going around the course, there was plenty of company.

As if that weren't enough, on the sec-

ond day of the Heineken Dennis Conner was reunited with *Star & Stripes*, the 12 Meter he used to recapture the America's Cup in Fremantle in '87, in order to compete against three other 12s in a charity race. The four 12s, well maintained and still without engines, are based out of Phillipsburg where they are the mainstays of a wildly successful match racing attraction for cruise ship tourists.

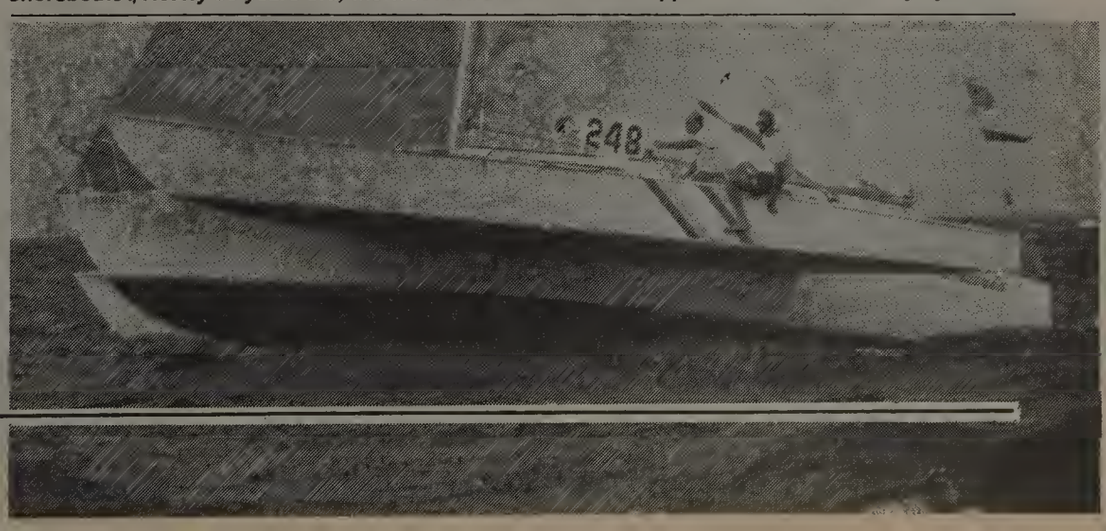
Conner may have been nipped at the finish to lose by 14 seconds, but he won the hearts of the locals in a way he's had lots of trouble doing before. With a happy smile and while patting competitors on the back, he declared that the St. Martin racing conditions were like Fremantle, that he'd observed America's Cup level sailing skills on the course, that the Heineken was offering the kind of semi-serious most people want, and that he'll always be ready to return to sail 12s that are being so well maintained. After all these years, a little magnanimity from the great sailor!

An attractive part of the Heineken was the diversity of sailors and owners. Boats came from all over the Caribbean — particularly Trinidad, Antigua, and the Virgins — which is home to many excellent West Indians and other local sailors. And unlike the States, where racing is so often a white man's sport, there were a decent number of skippers and owners of who were either 'of color' or women.

There were several boats owned and driven by women, and there were at least four women's teams. One team was from the Heineken brewery in Holland, one from Curaçao in the Netherland Antilles, the Lipstick sponsored team from St. Martin, and the Des Filles de Saint-Barth who had raised $6,000 on the little island to charter a JOD 35 with brand new sails. Only the Lipstick team did well, taking fourth in class, but all promised to be back and do better.

A couple of West Indian-owned and driven boats did well also. After three races, Llewellyn Westerman was right in the multihull hunt with *Charis*, a 28-year old Newick Trice II trimaran. Normally he used the boat to take Virgin Island visitors on day charters to Buck Island. Antigua's Hugh Bailey took top honors in

Clockwise from spread; Dick Jennings' SC 70 'Pied Piper' took honors in the big boat division. The West Indian dancers rocked Marigot for hours. 'Pied Piper' looked great to weather, too. Sunset at the Simpson Bay anchorage. Conditions were challenging, but not extreme. Guess who sponsored the shoreboats? Nearly 30 years old, the West Indian owned and skippered 'Charis' can really fly.



'LITTLE GREENIE' FUN

Two shots of 'Mirage', which was built and campaigned by Les Harlarder of the St. Francis. New owners have returned her to bristol condition.

Cruising/Racing II with *Hugo*, a Beneteau 435 that he bought for $1 after a hurricane of the same name. He'd just missed top honors the previous year.

This year's Heineken was filled with the fun, excitement and drama that comes with any big sailing fleet: Photo finishes among the big boats. Little cats flipping out in open water. The magnificent sight of six tall ships under full canvas. A handful of collisions, including one that knocked the innocent Heineken women's team out of action. Another that saw a photo boat punch a dent in the lovely 80-foot *Emeraude*. For Fred Detweiler's Andrews 70 *Trader*, it was double-trouble. After winning the first several races, he was disqualified for not having claimed a carbon fiber mast on his certificate. And at the leeward mark of the last race, he bowman fell overboard and was nearly run over.

The 'serious fun' of this year's Heineken was perhaps best exemplified by a funny incident that happened during the big party at Marigot Bay. One of the crew from a sled somehow managed to tumble and smash his head on some rocks, causing lots of blood to flow. In what seemed like seconds, he was surrounded by paramedics and an ambulance, then rushed off to the hospital. About half an hour later, the ambulance sped back to the scene and dispatched the patient, his head now wrapped in a big bandage. Where else but the Heineken would an ambulance crew rush a patient back to the party?

Except for a major computer malfunction screwing up the tallying of results, this year's Heineken went down as cool and refreshing as a 'little Greenie'. Next year's Heineken will be held, as always, the first weekend in March. Mark your calendars!

— latitude 38

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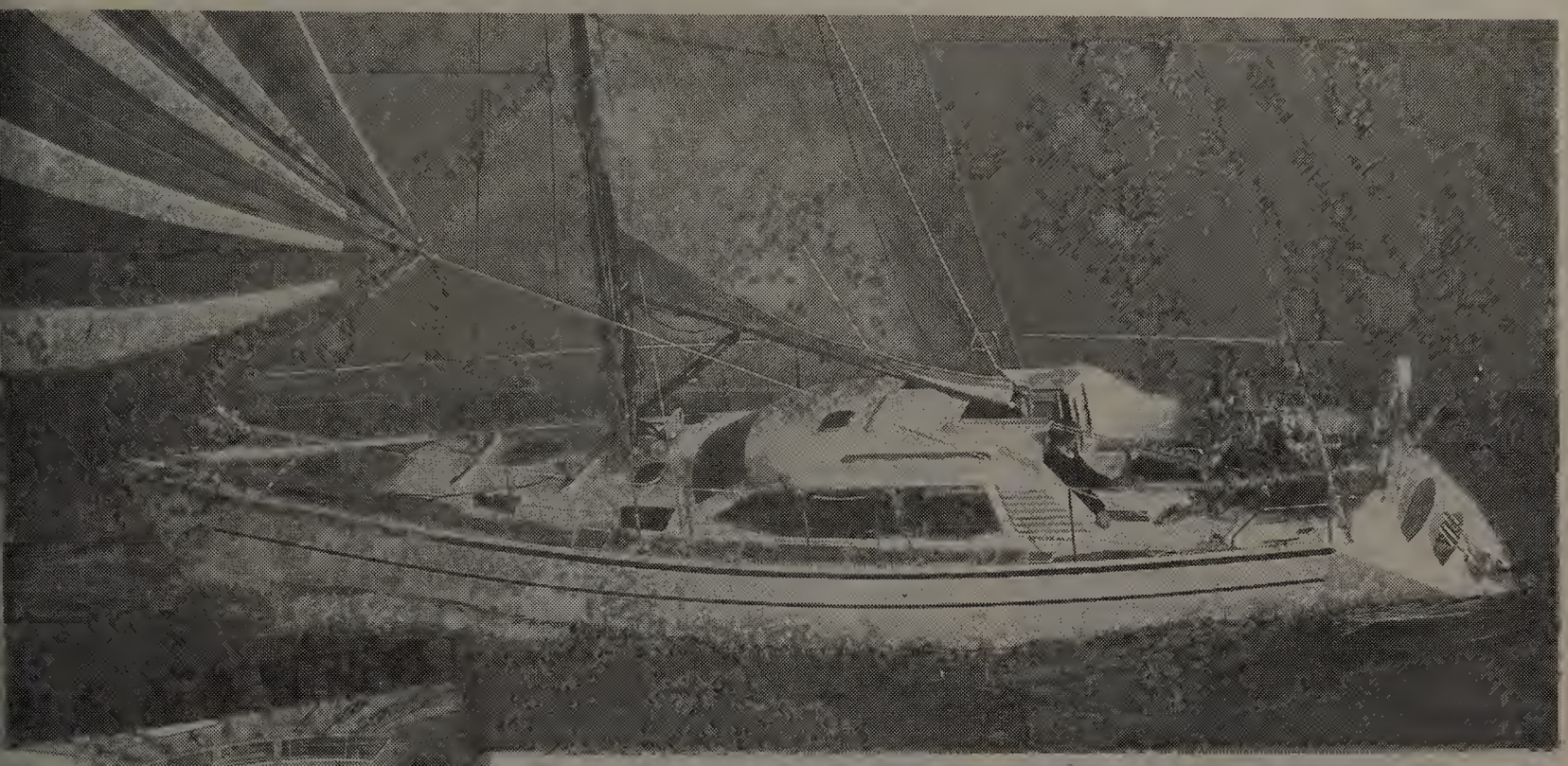

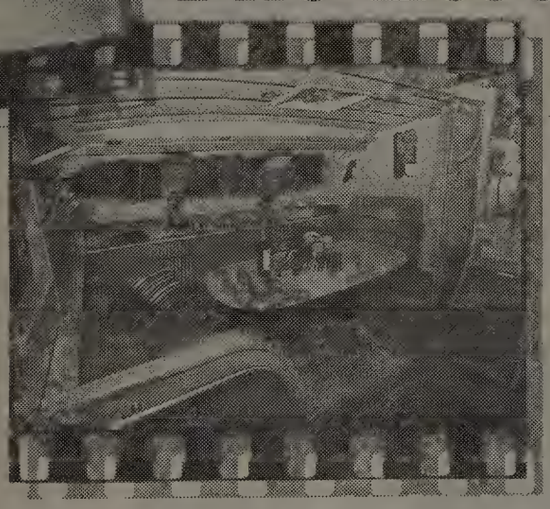

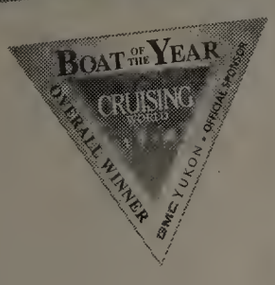

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UNWELCOME SHIPMATES

Long-time cruisers like us usually focus their writing on the idyllic aspects of their lifestyle. Nevertheless, there are a few annoyances. The majority of these come from various critters that seem to take joy in making the unwary cruiser's life miserable. However, there are ways to deal with this negative side of cruising, so read on.

Flying Pests

Flying pests, such as the 'no-nos' of the Marquesas Islands, the 'no-see-ums' of the Bahamas, or the black flies of the Chesapeake can be counted among the major annoyances of cruising. Yet with proper preparation and a few simple precautions, the difficulties can be lessened.

To those who have lived near marshlands or mangrove swamps, the bug problems of cruising in most areas will seem inconsequential. But if you're accustomed to an arid, bug-free environment, some adaptation is necessary.

Proper screening is important. When sailing in colder climates, it may be possible to close hatches and screen only the dorades. But in the tropics or temperate-latitude summers, you'll want to keep the hatches open. Screen systems can be as simple as taped plastic mesh with Velcro for attachment to the underside of the hatch, or a stainless frame with epoxied-on screening that pops into place. Those who spend a great deal of time cruising in buggy areas will tend toward hinged, wood-framed screens. Aboard *Sundeer* we adopted the built-in screen that we've used with success on quite a number of our older designs. The screen systems have to be easily removable so that hatches can be conveniently closed and dogged if a rainshower comes by. *Intermezzo* had screens that attached with snaps. A heavy welting was sewn around the screening edge to help make a seal. We used them occasionally, but their value was more psychological than practical.

When we first hit the Marquesas Islands we had heard the no-no horror stories. It was said that the no-no would bodily carry off any sailor not smart enough to ballast his pockets. Yet the no-no menace was less severe than what one would encounter in Maine or the Carolinas in the summertime.

Weather and season have a great deal to do with the situation. The rainy season, usually summertime, promotes growth of flying bugs. Even in extreme environments such as Alaska, the larvae that have lain frozen all winter thaw and hatch in the early summer. By the time cruisers are close by, they're ravenous. Anchoring offshore with an onshore breeze keeps the pests at a distance. But if the wind dies down, they'll be visiting.

In the Bahamas, no-see-ums breed in the mangrove swamps. If you anchor out a bit, chances are you'll be okay. No-nos and no-see-ums are basically sand fleas, and as such stay close to shore. They have a definite period of activity that coincides with that of mosquitoes. The period just before and after sunup and sundown is the peak of activity. Staying below or offshore during these periods reduces your exposure.

Many times it's not possible to know the state of the bug population before going ashore. As a result, we've made it a habit to assume the worst. In our 'kit' we include a bug spray or ointment, along with long-sleeve shirts and pants. If they can't get at your skin, they can't bite. The most vulnerable spots on the body are those where blood vessels are close to the surface, unprotected by body hair. Ankles and fingers seem to be favorite targets.

Some people either attract bites or react more to them. My eldest daughter, Elyse, and husband, Steve, seem to be passed over in favor of my younger daughter, Sarah, and me — and I seemed to get the heaviest hitters. Those who react heavily have to be careful with bite infections. Staph infection with bites is a common problem. To avoid staph, don't scratch. If bite scabs open, it's imperative to keep them dry and dosed with an antibacterial ointment.

In most countries, smoke coils are sold to help ward off the evil influence of flying pests. These are placed on a dish, ignited, and over a period of time give off a malodorous smoke that drives away the bugs. The success ratio seems to vary with area, vessel, and how much smoke the crew can stand. We've used them on occasion with positive results. Flyswatters should be aboard in volume. We carry one for each crewmember. The old-fashioned metal swatters with taped edges seem to stand up best to hard usage. A recent development is a 12-volt electronic device that generates a high-frequency hum, which is supposed to chase flying pests and roaches away. Some people claim excellent results, and we intend to obtain and test one of these units before our next

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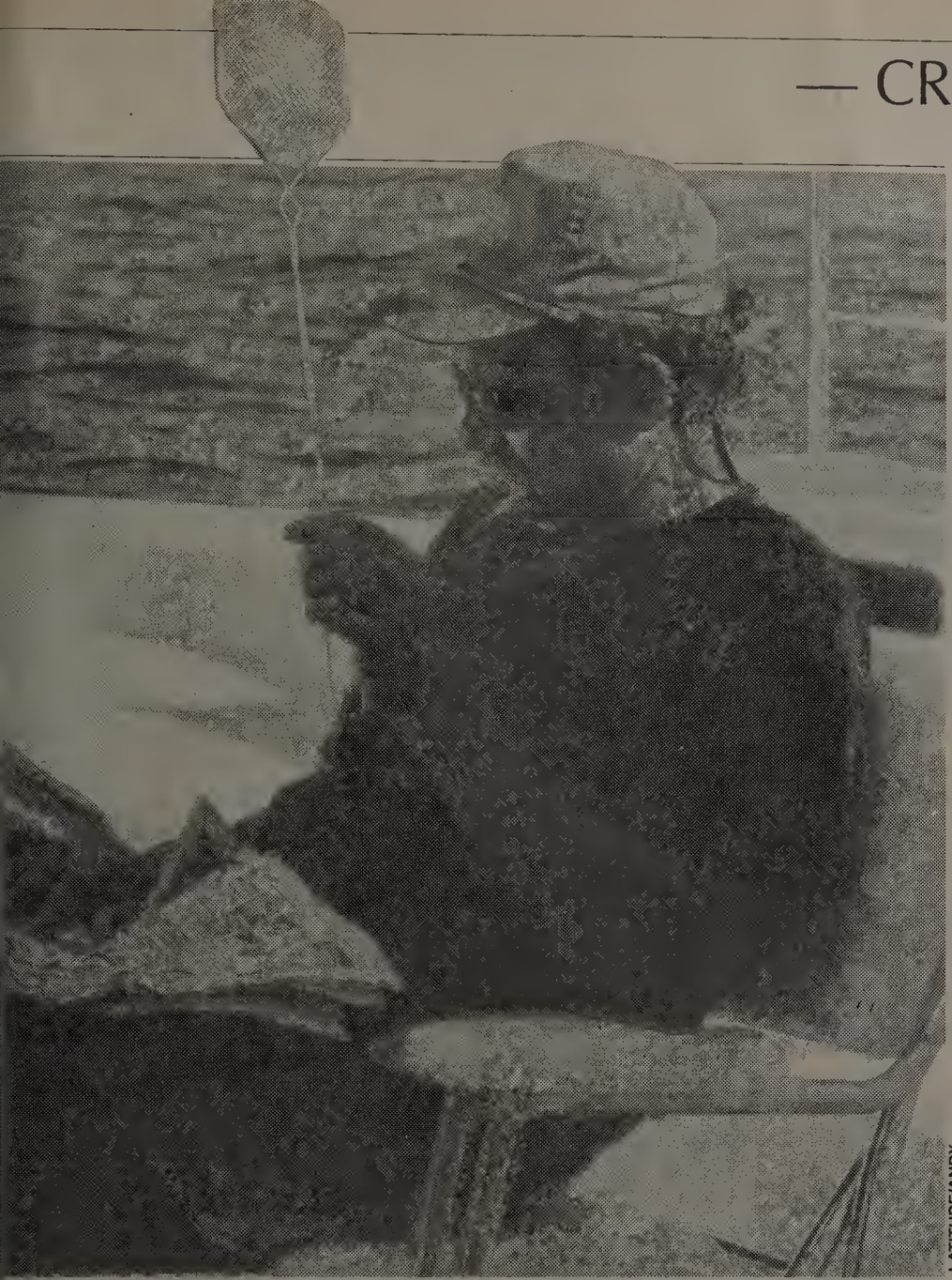
Yikes! That's not yacht braid! Look closely on the outboard bracket of this dinghy and you'll see a dangerous tropical water snake.



LATITUDE/ANDY

Relaxing on a lazy Mexican afternoon, the hardened cruiser is armed and dangerous — ready to battle any flying foes that might attack!

cruise in buggy waters. By arming with the right sprays, swatters, screens, and repellent, and carefully picking places to anchor, you can reduce the annoyance of flying pests to a minimum.

The Cockroach War

A slight change in motion signals a shift in the wind. The skipper, a light sleeper when anchored out, awakens. Lying in the snug bunk he ponders getting up. "Better check the bearings," he thinks. "Don't want to be swung around towards the reef." Our skipper checks his landmarks and then pauses in the cockpit to enjoy the languid tropical night. Clear skies with just a wisp of cumulus cloud indicate the presence of the southeast trade winds. The palm trees, etched in the moonlight, sway gently. A distant boom of surf on the outer reef is the only sound. Stopping in the galley on the way back to his bunk he searches for a piece of fresh coconut. Reaching overhead, he flicks on the light. There's a flurry of movement on the reefer top. Momentarily stunned, the split-second reaction of the hardened cruiser is lost. The cockroaches make good their escape. Gone is the tranquility of soul endowed by the tropical night. In its place is a seething anger. Stomach churning, adrenaline flowing, he fumbles for the bug spray. Another case of cockroach paranoia has begun to develop.

Gone is the tranquility of soul endowed by the tropical night. In its place is a seething anger. Stomach churning, adrenaline flowing, he fumbles for the bug spray.

Along with the rest of us who cruise in warm waters, Steve hates cockroaches! When we first started cruising neither Steve nor I had ever seen a cockroach. Growing up in the sheltered environs of California and Idaho we knew they existed, but we weren't even sure what they looked like. When we discovered the first one aboard in American Samoa, it caused something of a sensation. Steve thought it was kind of cute, but I, with my fetish for cleanliness, was taken aback. Starting with that one brief encounter it was war at first sight. No dirty cockroach was going to run rampant in my galley!

The cockroach is one of the most successful and adaptable of the earth's scavengers, and it's necessary to continually devise new tactics to combat the resistant pest. Over the years we learned a variety of techniques.

The first line of defense is to keep them off the boat, which is easier said than done. They travel concealed in a number of ways. You have to watch out for both eggs and adult forms. Cardboard is the most likely place to find them. We make it a habit to leave cardboard boxes in the dinghy or on shore whenever possible. If they come aboard, they're immediately sprayed with poison. Even lightweight cardboard packaging, such as a toothpaste carton, is suspect. To combat those hiding in fruits and vegetables, a washing on deck is the answer. Eggs are transferred to plastic cartons. Cereal, cracker, and pasta boxes are removed and their contents put into plastic bags or tins. Paper bags are left ashore. Cockroaches like to eat label glue, and they frequently lay their eggs on or near such tasty feeding grounds. If you're shopping in a high-density cockroach environment, it's a good idea to spray can labels. Then there are the roaches that try to stow away in shells, baskets, or other knickknacks. Bear in mind that they don't like light, so any dark spot can provide a good hiding place.

We've found that shells are most easily cleaned by dunking them in a bucket of water. It's amazing what comes out of them on occasion. Baskets and other curios can be cleaned by placing them in a plastic bag and fogging the inside of the bag with poison. In some parts of the world roaches have sprouted wings and

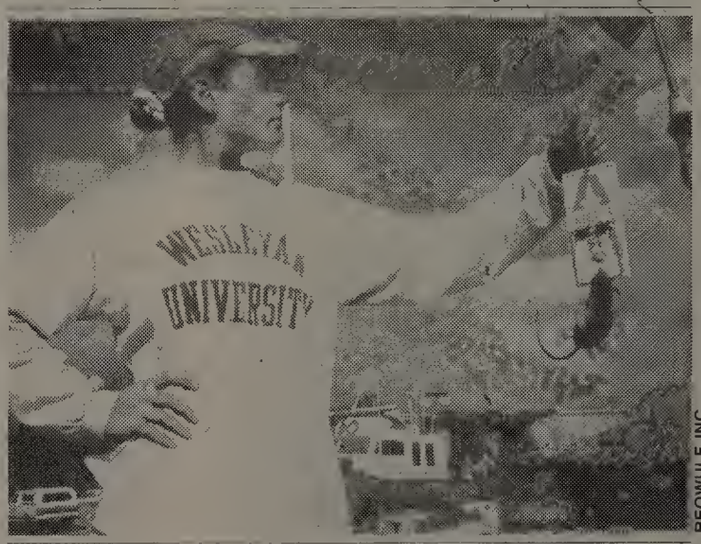
UNWELCOME SHIPMATES

take great pleasure in flying aboard through open portholes. When we were in New Zealand we heard stories about Solomon Island roaches that were so strong they could break through a conventional porthole. With 1-inch (25mm) thick plastic installed over the doghouse windows, we experienced a few grazes, but no penetrations. It's impossible to overemphasize the level of vigilance required in this battle. One slip and the enemy is upon you. Since keeping the roaches ashore is easier than getting rid of them once they're aboard, it behooves the entire crew to be on roach alert.

There are several factors to be aware of before going into the details of eradicating a roach infestation. First, roaches have a three-week egg-hatching cycle and are always making babies. Second, they are wary of poisons and learn quickly to stay away from them. Third, they prefer the dark for their depredations, hiding in inaccessible places until the vessel interior is dark and quiet, at which time they go foraging. To be successful, any eradication program must be cycled to catch the eggs that have been laid. That means whatever system is employed must be used again in three weeks to kill the newborn.

As a general control agent, we've found that a 50/50 mixture of boric-acid powder (available in any drugstore and harmless to humans) and powdered sugar works well. The roaches don't detect the boric acid and pig out on the sugar. The boric acid, picked up on their bodies, dehydrates the roaches. A major benefit is that where a conventionally poisoned roach will make every effort to lay its eggs, dehydration gives no warning. We sprinkle this mixture on all our shelves, under floorboards, under bunks, and in any food-storage area.

A heavy dose of roaches takes more punitive measures. Conventional sprays and poisons have been less than successful in our battles, but smoke bombs have worked well. By raising the floorboards and placing bombs in bilges, opening all lockers and drawers, and sealing dorades, we've been able to really smoke the critters out. It is an onerous project, however, requiring the removal of all utensils, raw foods, and dishes. The boat must be left for a number of hours, then given a good airing. Our first exposure to Roach Motels came in Suva, Fiji. These are plastic traps that work on one of the few weaknesses in the cockroach defense system. Roaches always back out the way they come in. In the motels there are a series of one-way doors. The critters are drawn to the bait in the lower level. Having eaten their fill they try backing out, but the doors are constructed in such a manner that they back up a ramp to the upper story. This leaves more room on the first floor for new arrivals.



Sarah proudly displays her 'catch of the day'. Being a California rat, however, this one is puny compared to some South Pacific rats that are raised on a diet of dried coconut.

Upon waking up in the morning and examining your catch, the roaches will all be on the removable first floor. One then has two options. The passive approach is to take the upper story of the trap out into the sun, which in short order will dehydrate them. Or, as is more common with those who have become paranoid about this menace, the trap can be slowly submerged in water. In this manner one can watch the struggles of the roaches as they drown — a most satisfying emotional experience.

The trap can be slowly submerged in water, allowing you to watch the roaches struggle as they drown — a most satisfying emotional experience.

Then there's double-sided tape, placed in strategic locations throughout the interior. When the crew awakes in the morning, any roach who has tried to cross is still on the tape, wiggling away.

Rats

We're on a passage down the east coast of Africa when we discover we have a visitor. During his night watch Steve opens the floorboards to check the bilge and thinks he sees a shadow dart away from the beam of the flashlight. Thinking it could've been his imagination, he doesn't mention it. A day later I notice some suspicious droppings in the galley. "Look at these, Steve. Do you think we might have a mouse on board?" I've seen enough mouse droppings in my time in Idaho to know what they are! Now, you might think it's funny to have a furry little visitor aboard, but this turned out to be a serious, potentially dangerous situation. My first thought is about hygiene. The idea of a disease-carrying rodent sharing our living quarters is horrid. I scrub the galley thoroughly that night and each night thereafter, putting all rat-accessible food either in the reefer or in the head, which (we think at the time) is rodent-proof.

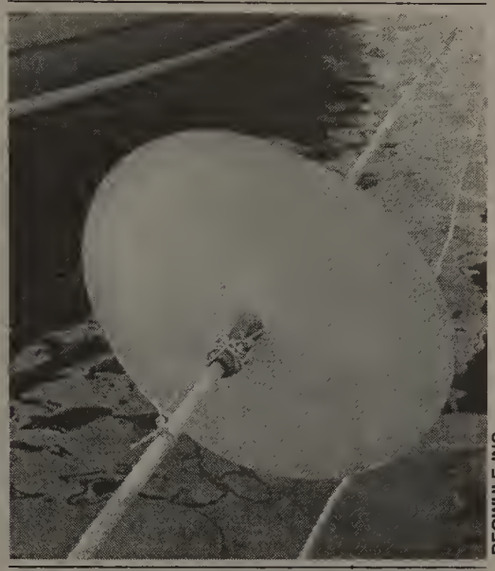
I could kick myself when I think back to how we must have acquired our hitchhiker. We were weathered in at East London, South Africa, waiting for a southwesterly gale to abate before proceeding down the coast. We were tied up to a commercial wharf, outside a refrigeration plant with landscaped grass and flowers, but no garbage facilities. Not wanting to throw things into the harbor, with no place to leave garbage on shore, I stowed it in a bag on deck. Dumb! It was an open invitation for Mr. Rodent to come aboard and make himself at home. All we have to combat the critter is a small mouse trap, which we carefully place in the galley several nights in a row with the tastiest of checses. Having heard a bit of rodent lore, we leave the trap unsprung. This concept of trapping is supposed to get our animal used to taking bait. Then, when he's used to the cheese, we'll wind up the spring and nail him!

Our next scheduled stop down the coast is Knysna Lagoon, a beautiful landlocked anchorage. We have to run a breaking bar to enter. Arriving early in the af-

ternoon, just before slack water, we stand outside the surf line and study the sets of breaking waves. Taking down the sails and drifting ever nearer the surf line, Steve takes time to count the wave patterns, noting the sequence of wave sizes and where the break appears calmest. The engine ticks over slowly as we cruise back and forth. Suddenly, the engine alarm bell splits the quiet morning. "Quick, Linda! Take the wheel and head directly out to sea. The engine's overheating. Kids, form a tea-kettle bucket brigade for me."

There isn't enough wind to sail our way out of danger. Our only hope is that Steve can keep the engine going long enough to gain sea room. Down below there's a flurry of activity as Elyse and Sarah fill tea kettles and pots with water, passing them to Steve. He pours the water directly into a hose in the freshwater cooling system of the engine in an effort to circumvent the airlock that has developed. After much trauma, we eventually fix the engine and run the bar.

Finally anchored within Knysna's beautiful confines, the first business involves setting our trap. With the animal-training phase behind us it's time to wind up the trap in earnest. If I weren't so tired I think I'd lie awake all night waiting for the squeal of the trapped rodent. Alas, the morning light shows not a sign of the enemy. The trap and its inviting bait have been passed over. It's apparent we are dealing with a very smart critter. The engine overheats again a week later while entering Cape Town harbor. This time Steve finds a hole gnawed into one of the engine hoses, allowing water out and air in. From the size of the teeth marks and the jagged nature of the hole, it's now evident our mouse is, in fact, a rat. Rodent teeth grow rapidly, so they must continually gnaw hard objects to keep them at a manageable length. In the process of obliging Mother Nature, our furry guest has gnawed his way through a freshwater pressure line, bilge-pump hose, and several electrical wires. Obviously, if something isn't done, it's only a matter of time before he'll hit an incoming salt-water line and thereby sink the boat.



BEOWULF, INC.

Unless you use a rat guard like this one, rats will have little problem getting aboard. Amazingly, though, few yachts use them.

Once ashore our number one priority has become *get that rat!* The hardware store is happy to sell us a really big rat trap. The clerk also suggests that we try poison. "This poison is so good that it completely consumes the rat after he dies, so you don't even smell him," he assures us. That might work in the attic of a big house, but we would hate to be stuck with a dead rat in an inaccessible part of our

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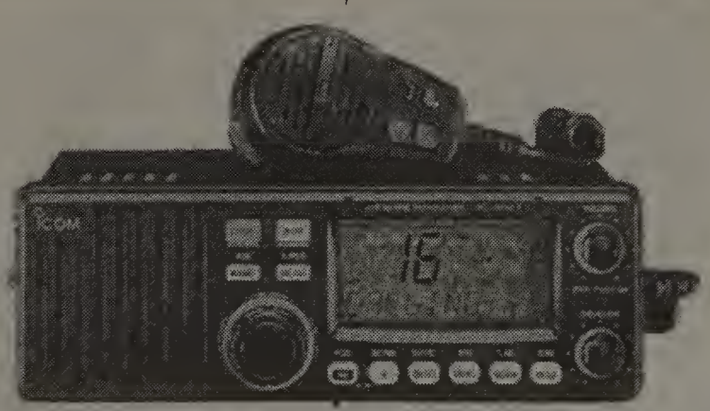
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bilge. Poison is something to be used as a last resort.

Our super rat trap is no more successful than the smaller version. Everywhere we go, we ask advice. Cruisers with accessible bilges counsel poison. Those with animals answer, "Get a cat." Then someone comes up with the bucket idea. We take our largest pail, almost 2 1/2 feet (0.8 m) deep, and place an ear of succulent corn in the bottom. Left next to the aft bunk, the rat can conveniently jump into the bucket. In theory, after gorging himself, he won't be able to get back out. Well, as we've already seen, theory doesn't seem to work with this brand of rodent. Returning expectantly after a dinner ashore we're met with a gnawed ear of corn. . . and an empty bucket. "Don't you know that even mice are terrific jumpers? They can jump many times their height from a sitting position," commented one of our fellow cruisers with laboratory experience.

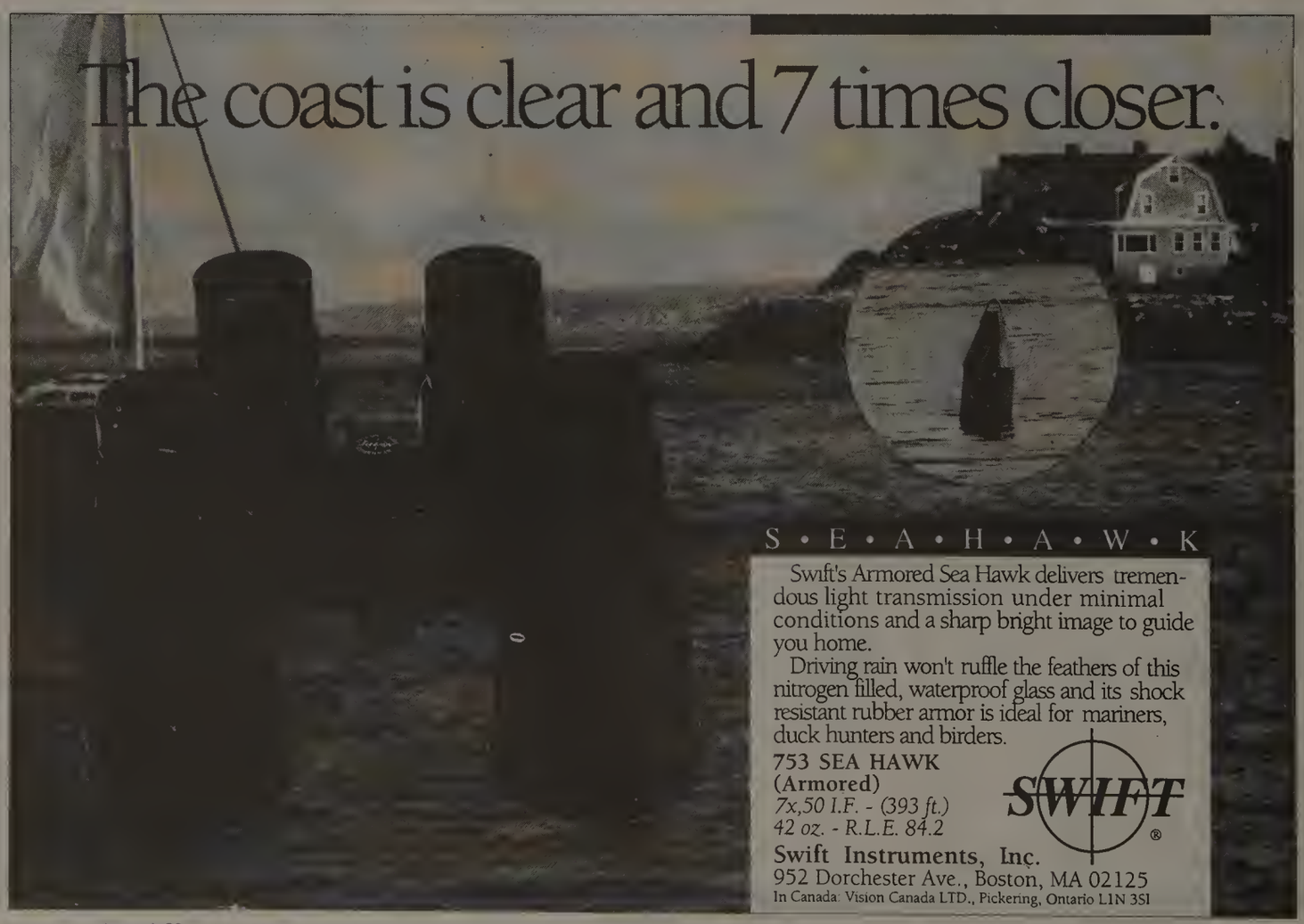
Finally, we decide to smoke him out. We'll open the floorboards, position a number of insect smoke bombs throughout the boat, and close dorades and hatches, leaving the cockpit seat lockers (which have access to the bilge) open for the rat's escape. We empty the galley of all dishes, utensils, cookware, and food that might be contaminated by the fumes. The whole family pitches in to help; soon we're outside, positioned at the escape route, ready to pounce as the rat comes up for air. Half an hour goes by with no sign of his exit, so we leave instead. Besides, the smoke needs a few hours to settle down before we can enter the boat again.

Mr. Rat, groggy from the poison fumes, never had a chance.

After a movie and dinner in town, we're getting ready for bed, when Elyse says, "Mommy, Daddy, I think I hear a scratching behind one of my drawers!" The drawer is removed and sure enough, Steve is face to face with the rat. Tonight he has begun to gnaw on the radar cable. "Bring a knife from the galley, quick! Maybe I can corner him." I hand him the knife, and it's a stalemate. He has the rodent cornered but can't get at him. He's afraid that he might slip away and get back into the bilge. I'm afraid that he might stab him and get blood all over the boat. "Get another knife!" says Steve.

Now he has the 'enemy' trapped between the two knives. The best thing I can think of is to grab our biggest water-pump pliers and secure him firmly around the middle. Victory! I know how the Duke of Wellington must have felt after Waterloo. The rat goes limp, playing dead, but we're too smart for his game. "Now what do we do? We can't just throw him overboard. He might climb back aboard."

"I know just where to take him," I say as I hand the rat, water-pump pliers and all, over to Steve. "The boatyard has several resident cats. I noticed they were all



together near the dinghy yard when we came in tonight. Let's give them a little present." Mr. Rat, groggy from the poison fumes, never has a chance. When Steve drops him in the middle of those cats he doesn't even bother to run. In the morning, the kids go up to see if he's still around. They can't even find the fur.

The story doesn't end for two more weeks, though. The aft end of the boat has taken on a peculiar smell. I assume that the cushions in the aft stateroom have gotten wet. So one morning I decide to give the area a thorough cleaning. As I remove everything from the cabin, I notice a small hatch I hadn't realized was there. It's only about 6 inches square. Intrigued, I remove the lid. Inside, it's stuffed with shredded paper. "Now what in the world are these doing here, and how did they get shredded?" I wonder. The light dawns. They're paper towels from under the galley sink, and this is obviously the proverbial 'rat's nest'. Relieved to be at the end of the rat episode, I begin to pull the papers out when suddenly I come upon a long, grey tail. *Steve!!!* , I shriek, making both his hair and mine stand on end. I dash into the main saloon where

We've found that gooey foods like peanut butter work best as bait.

he's talking to a friend, and they look at me with alarm and puzzlement, wondering at my pale face. Steve pulls out a very fat, very dead rat (with maggots crawling all over it), who at least had the 'good manners' to die in an accessible nest. All the time we had two furry friends where we thought there was but one. It was lucky we didn't have a nest of baby rats by this time.

You can be sure that I never leave garbage on deck these days. Even so, we've still picked up rats when tied alongside wharves — especially at Takaroa, in the Tuamotus, where on two subsequent visits we were infested both times! We now carry half-a-dozen large-sized Victor rat traps as part of our standard inventory, along with three mouse traps. We've found that gooey foods like peanut butter work best as bait. The traditional cheese seems to be easily stripped from the trap by the smarter rats. We've also caught rats on Power Bars and jelly. Finally, we've heard of folks using carbon monoxide from the exhaust of their portable generator to smoke out there unwanted visitors. This sounds like a much better approach than the poisoned gas bomb we used in South Africa, as it leaves no residue to worry about when you return.

— linda dashew

Ed. note — This cheery piece was excerpted from Steve and Linda Dashew's incredibly comprehensive Offshore Cruising Encyclopedia *(Second Edition). The 1209-page volume is available from marine booksellers or directly from the publishers: Beowulf, Inc., 6140 E. Finistera Drive, Tucson, AZ 85750.*

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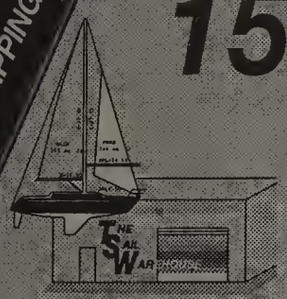

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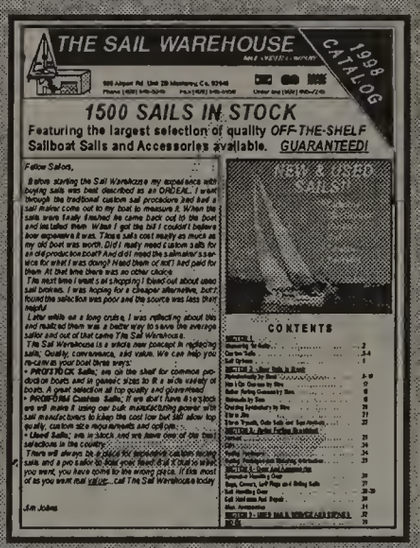

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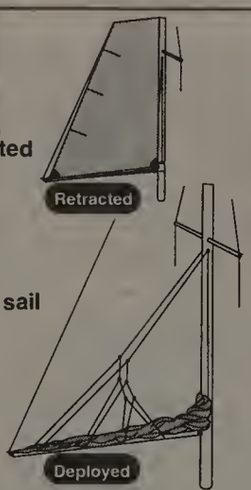

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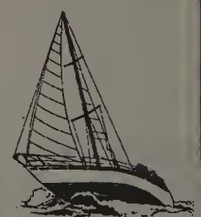

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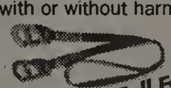

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A VALIANT EFFORT QUASHED

Tracy Edwards heading south.

When violent seas west of Cape Horn caused the 92-ft catamaran *Royal & SunAlliance* to lose her mast March 18, her 11-woman crew's long-held dream of capturing the non-stop around-the-world speed record was instantly shattered. They would not capture the Trophée Jules Verne this time around.

After 43 days at sea, the team had traveled an impressive 15,200 miles, averaging nearly 15 knots. All the way from the English Channel to the equator, they stayed well ahead of the pace of current record holder Olivier de Kersauson, only to lose their lead soon after during several weeks of 'uncooperative' weather in the South Atlantic. During the final days before their dismasting, however, they had been rapidly closing the gap as they flew across the Southern Ocean toward Cape Horn, averaging 435 miles a day over nine consecutive days.

But in the pitch-black predawn hours of March 18, disaster struck. Riding 40-

The 92-ft cat 'Royal & SunAlliance' skates south in mild conditions after the start. In the weeks ahead she would face gale-force winds and raging, 40-foot seas. (Rick Tomlinson photo)

A VALIANT EFFORT QUASHED

COURTESY ROYAL & SUNALLIANCE

foot seas under 30 to 50 knots of wind, *Royal & SunAlliance* (ex-*ENZA*) was caught from behind by a giant wave which lifted her stern and catapulted both her bows into the wave ahead, bringing her to a shuddering halt. The crash threw crew members from their bunks, and a few minutes later their 102-foot mast thundered down across the port hull, temporarily trapping three women inside.

"We are disappointed beyond belief," lamented Captain Tracy Edwards shortly afterwards. But by then, with her hope of breaking the record dashed, her thoughts were forced toward survival in the most inhospitable ocean on earth, some 2,000 miles from land.

The immediate danger was that the shattered rig would breach the hull, but after two exhausting hours the crew had cut away all the jagged debris, salvaging the lower section of the mast (from just below the first spreader), as well as the boom and some standing and running rigging. For the next ten hours all hands worked feverishly without a break to secure a jury rig, which greatly reduced the boat's chance of capsizing. As we go to press, all 11 crew are reportedly well, yet dejected, and their hobbled catamaran is making as much as 9.5 knots toward the Chilean mainland.

The novel concept for the Trophée Jules Verne was hatched in the early '90s, challenging sailors to better the fictitious circumnavigation record of Phileas Fogg, the balloon-flying protagonist of Verne's classic *Around the World in Eighty Days*. The only rules are: no stopping, no assistance, leave Antarctica to starboard and everything else to port! As wild as it sounded, three campaigns emerged to pick up the gauntlet: Bruno Peyron's 85-ft catamaran *Commodore Explorer*, Olivier de Kersauson's 90-ft trimaran *Lyonnaise des Eaux Dumez*, and the 90-ft cat *ENZA*, co-captained by Peter Blake and Robin Knox-Johnson, who, in 1968, became the first man to solo-circumnavigate. *ENZA* — the same boat now sailed by Edwards and company as *Royal & SunAlliance* — was originally built as a 75-footer, then named *Formula Tag*. Blake added 15 feet of length to achieve greater speed and stability.

On that first attempt only *Commodore Explorer* finished, narrowly breaking the 80-day goal with a time of 79 days and 6 hours. Blake returned to New Zealand to further lengthen and strengthen *ENZA*, adding sacrificial layers of foam on her bow, stern and bilge, as well as a central nav/living compartment perched between the hulls that was dubbed the 'god pod'.

In January of '94 Blake and Knox-Johnson set off on their second attempt, this time bettering Peyron's record by several days with a time of 74 days, 22 hours and 17 minutes.

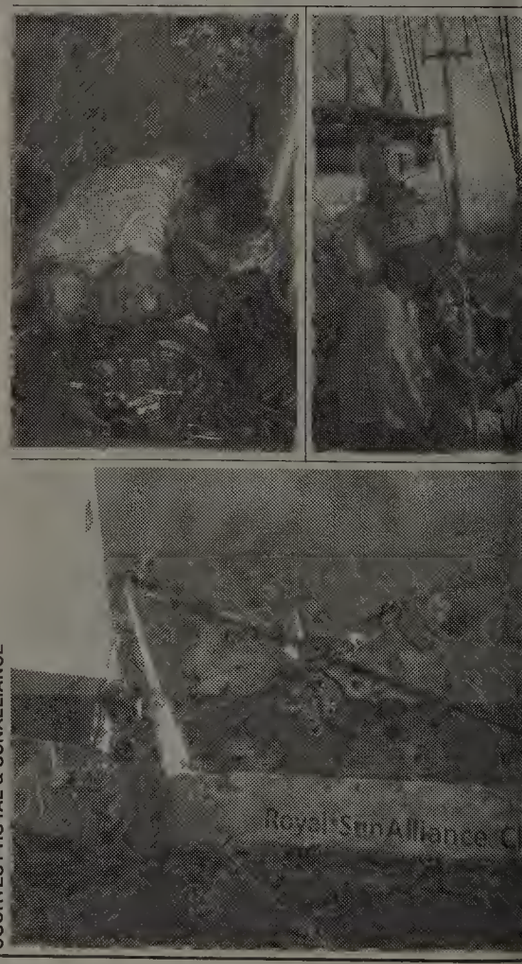
Then, last May, after modifying *Lyonnaise* and renaming her *Sport-Elec*, de Kersauson shaved another three days off the record with his time of 71 days, 14 hours and 22 minutes.

Although Edwards and her crew are understandably disheartened, they have nothing to hang their heads about, having given a valiant effort in one of the most physically demanding events in the world of sports. And while it's too soon to speculate whether Team Tracy will give it another go, it's important to remember that neither Blake nor de Kersauson broke the record on his first attempt.

After her crew waited for favorable weather at their base in Hamble, England, for an excruciatingly long six weeks, *SunAlliance* finally crossed the starting line February 3 off the northwest tip of France. In their first 24 hours they clocked 450 nautical miles, averaging 18.75 knots. By the end of day three they had covered 1015 miles, a full 319 miles ahead of *Sport-Elec*'s record-breaking pace.

Edwards made history in the '89-90 Whitbread Round the World Race when she skippered *Maiden* to second in class with the first-ever all-woman crew. She hand-picked *SunAlliance*'s crew from the world's top female sailors. Ranging in age from 23 to 39, her 10 partners hail from seven different countries: Britain, France, Italy, Sweden, Finland, Australia and New Zealand. It goes without saying that all are highly-experienced offshore sailors with tens of thousands of ocean miles between them. Collectively they also possess a variety of maintenance skills that were crucially needed during the voyage — from repairing spinnakers to rebuild-

Clockwise from upper left: Emma Westmacott on alternator duty; clowning at lat 0º; Sharon Ferris sews the kite; Helena Darvelid cajoles the watermaker; Samantha Davies on spinny detail; Miranda Merron driving; Sharon and Adrienne kite wrestling; Helena riding the 'prodder'.



COURTESY ROYAL & SUNALLIANCE

ing the watermaker.

On February 10 (Day 8) the *SunAlliance* team met up with their Project Manager Ed Danby — who helped set the record aboard *ENZA* — to drop off film of their trip thus far. (Some of the images appear on these pages.) Little did the crew realize that Danby's boat would be one of only two vessels they'd see the entire trip, the other being an Antarctic research vessel in the freezing wastes of the Southern Ocean.

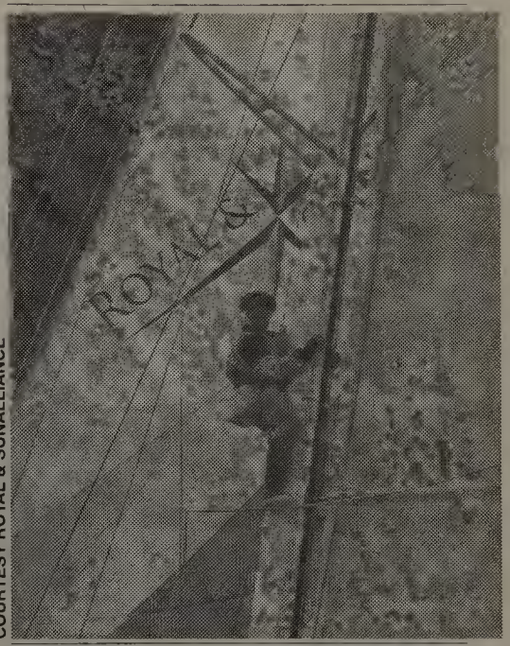
> *"Last night was miserable beyond belief. We are beating into 35 knots of below-freezing wind and 40-foot seas."*

As *SunAlliance* moved farther south through the Doldrums towards the equator, wind conditions were, naturally, light and variable for several days. Nevertheless, on February 13 (Day 11) the big cat crossed the equator well ahead of *Sport-Elec*'s pace.

The bad news, however, was that prevailing winds were forcing Edwards to follow a southbound track significantly west of de Kersauson's. While this didn't seem to dampen the ladies' spirited celebration as they crossed latitude 0º — "Liberal amounts of goo and nameless junk have been spread over the younger members of the crew," reported Edwards — the continued westing would eventually lose them precious time.

Two days later Australian navigator Adrienne Cahalan learned that the South Atlantic high pressure system had split in two, with one system moving west and the other east. She and Edwards had to make the tough choice to "run the gauntlet" between them, risking either headwinds or, worse, no wind. In addition to her own instruments, Cahalan maintains daily communication with the American weather gurus at Bob Rice's Weather Window, who also aided Blake's and de Kersauson's campaigns.

Squalls and rough seas punctuated the journey south, giving the ladies plenty of purple bruises. "Moving around the catamaran in these choppy conditions is like trying to ride one of those mechanical bulls," quipped Edwards after a bad night.



COURTESY ROYAL & SUNALLIANCE

Before this 102-foot mast finally snapped, it bore tremendous loads for 15,200 miles. Crew made masthead repairs in all weather.

Finally, on February 21 (Day 19), they got a lucky break when a strong windshift allowed them to crash through the high pressure and steer a more easterly course toward Africa's Cape of Good Hope and the fabled winds of the Southern Ocean. Their navigational challenge was to sail in a corridor near the 40th parallel, skirting the bottom of the high pressure system and the top of the low, without sailing too deep into either zone.

By the beginning of the fourth week, although still 500 miles behind Kersauson's pace, they'd moved well into the roaring 40s with strong, steady winds gusting to 50 knots. *SunAlliance* was moving well, often at 20 knots or better, but the increased winds had caused continued gear breakage — particularly halyards and spinnakers. After two halyards frayed under the strain, British sailing instructor Hannah Harwood spent the better part of a day up the mast securing a 2 to 1 purchase.

Toward the end of that week, however, they sailed into the 'sea of frustration' again, as winds dropped to a mere six knots, causing *SunAlliance* to fall back to 750 miles behind *Sport-Elec*'s track.

A couple of days later, though, the winds came back with a vengeance, blowing 40-45 knots from the southwest. Under a triple-reefed main and staysail, *SunAlliance* began to claw back her lost time, despite quartering seas of 35 feet. On March 2 she completed the first of many over-400-mile days. In the freezing temperatures crewmembers reportedly

wore "three pairs of thermals and three pairs of socks" under their dry suits.

As they crossed the southern extremes of the Indian Ocean wind and sea conditions continued to intensify. "Last night was miserable beyond belief," said Edwards in her March 3 dispatch. "We are beating into 35 knots of below-freezing wind and 40-foot seas." Although the wind direction would alternate periodically, its intensity and the rough and rowdy seas would subside only rarely during the remainder of their voyage.

Two days later the starboard runner block blew out, evidencing the tremendous load on the mast, despite having three reefs in the main. A few days later, the port runner block would also explode.

In order to stay on the edge of the low pressure system, they'd sailed farther south than they'd hoped to, blasting down to a corridor between 52º and 54ºS. Nearing the halfway point, they passed Cape Leeuwin on the West Coast of Australia on March 8 (Day 34).

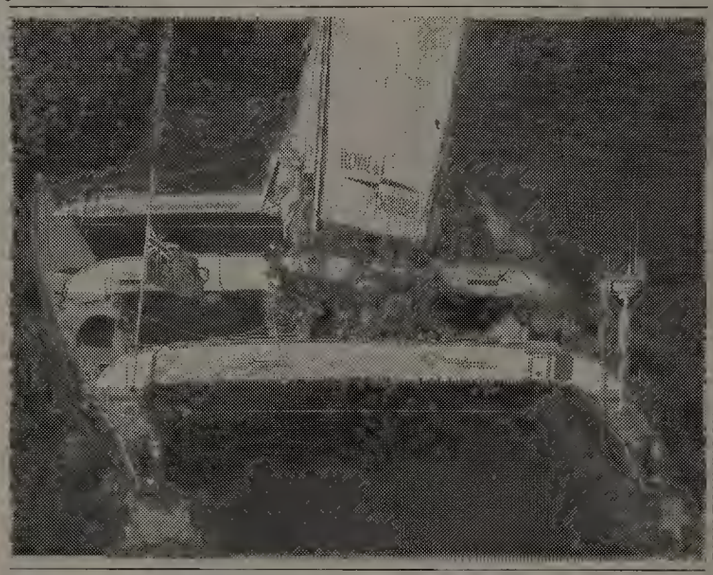
The following day they came to the unwelcome realization that their compass was acting erratically, perhaps due to their proximity to the Magnetic South Pole. Adding to their frustration, their masthead wind instruments were damaged during the day's 50-knot winds. Despite their best efforts, they were now over 1,000 miles behind.

Weather variations south of New Zealand are notorious. Both de Kersauson and Blake had to make radical course adjustments when passing beneath the islands. Racing along at 20 to 25 knots, *SunAlliance* too, was forced to alter course, sailing in the iceberg zone along latitude 54ºS. *ENZA*, however, had been forced to dive all the way down to 62ºS in this region.

"It's rock and roll down here with the bumpiest, wildest ride yet," reported Edwards on March 12. "Yes, even more bruises to add to those fading ones from last week!" She, like others in the crew, had also experienced frostbite on her toes.

By March 14 (Day 40), *SunAlliance* was really beginning to chew away at the miles between them and *Sport-Elec*'s record pace. They'd averaged 18.1 knots over the past six days. In the process they'd beaten de Kersauson's '94 Tasmania to Stewart Island (NZ) record by nearly an hour, giving the crew a jolt of enthusiasm. That day Edwards wrote: "This is real teamwork at its best, and there is absolutely no moaning or whining about how miserable and wet it is all the time. The girls are now permanently drenched on deck and constantly damp in the living accommodations, where conditions are nothing short of squalid."

Should you ever be tempted to join such an effort, take note: Under



RICK TOMLINSON

Capable of reaching speeds well over 30 knots, one of the challenges of sailing 'SunAlliance' (ex-ENZA) is keeping her speed under control.

SunAlliance's watch system of three hours on and five hours off, four crew are on deck at all times. During 'off-duty' hours crewmembers hot-bunk in the three berths in each hull, while their captain and navigator share the 'god pod'. There is no shower and the only head is in the starboard hull — in the frosty Southern Ocean, a portside sleeper would have to *really* need 'relief' in order to rationalize squirming out of her sleeping bag, layering up, and dashing across the trampoline. Apart from snacks, on board 'cuisine' consists entirely of dehydrated delicacies like macaroni and cheese, chili con carne and porridge. Water, which is made by a desalinization unit, is probably the crew's most precious commodity — next to chocolate, we're told.

On March 15 (Day 41) the ladies would achieve their best 24-hour average yet — a staggering 500 miles. They were then only 604 miles behind *Sport-Elec*'s pace — half the deficit of a week earlier — with 30 days and 10,000 miles remaining to make up the difference. They took comfort in knowing that de Kersauson didn't overtake Blake's track until after rounding Cape Horn on his 46th day at sea. But the crew's enthusiasm waned later that day, as they learned that the worst storm yet was bearing down on them. They knew from the forecasts they were in for two or three days of extremely severe weather.

The storm hit as anticipated with steady gale-force winds, icy squalls that packed gusts over 60 knots, and hideous, chaotic seas. In an effort to slow the boat down — to avoid stuffing its bows into the wave ahead of them — they dropped their headsail and sailed under triple-reefed main alone. During one radical 'nose dive' Tracy was launched across the 'god pod' into the chart table. The blow gave her several bruised ribs and left her confined to her bunk on painkillers for several hours. Another nose dive resulted in the Finn, Mikaela Von Koskull, taking "a dive into the head!"

Later that day Cahalan reported, "We're so close to the Horn, and the record. It will be a great relief to round that rock. Let's hope for a smoother day tomorrow." But it wasn't to be.

In the black of night *SunAlliance* buried her bows into one too many walls of water, bringing the first all-woman Jules Verne attempt to a very sad end. Like the challengers before them, Edwards and her international crew had been walking a dangerous tactical tightrope that requires a delicate balance between achieving maximum speed and keeping their boat in one piece. Twenty days before the disaster Edwards had cautioned, "Sometimes it seems strange telling the crew to slow down, . . We keep reminding everyone: 'to win, first you have to finish.' "

With the generous backing of the Royal & SunAlliance insurance firm, these eleven women have fallen short of their dream goal, but have made their mark in the history of outrageous sailing endeavors nonetheless. Ironically, as they painfully limp their way toward the foreboding Chilean coast, we're struck by the notion that they may have broken a record after all: as we write this we've just learned that 'the girls' have just covered 217 miles in 24 hours flying only a storm jib from their jury-rigged stump of a mast. Try to top that one!

Although we're reluctant to speculate, we have a hunch Tracy Edwards and company will soon bounce back for another crack at the coveted Trophée Jules Verne — after their bruises heal, that is.

— latitude/*aet*

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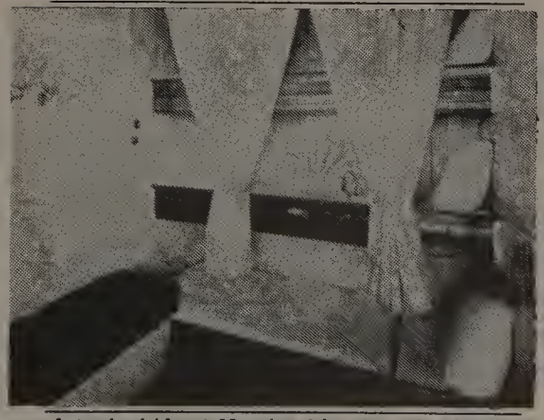
STEAM SCHOONERS

A roar arose from the crowd at the San Francisco shipyard of Boole and Benton on that momentous day in 1888. But as the chocks were hammered away and the new ship started its slide into the water, not everyone was cheering. While most lauded the dawn of a new era, others were there to mourn the passing of another — the great age of sail was truly at an end.

The occasion was the launching of the 129-ft, 208-ton *Newsboy*, one of the earliest steam-powered lumber schooners to be built in San Francisco. Her owner was definitely among the happy contingent. Robert Dollar, operator of a lumber mill at Usal, California, smiled with pride as he gazed at the 'dollar sign' insignia on the ship's funnel. Along with helping kick off the age of steam in our local waters, *Newsboy* also launched what would become a worldwide shipping empire in the next century: the Dollar Line eventually became American President Lines.

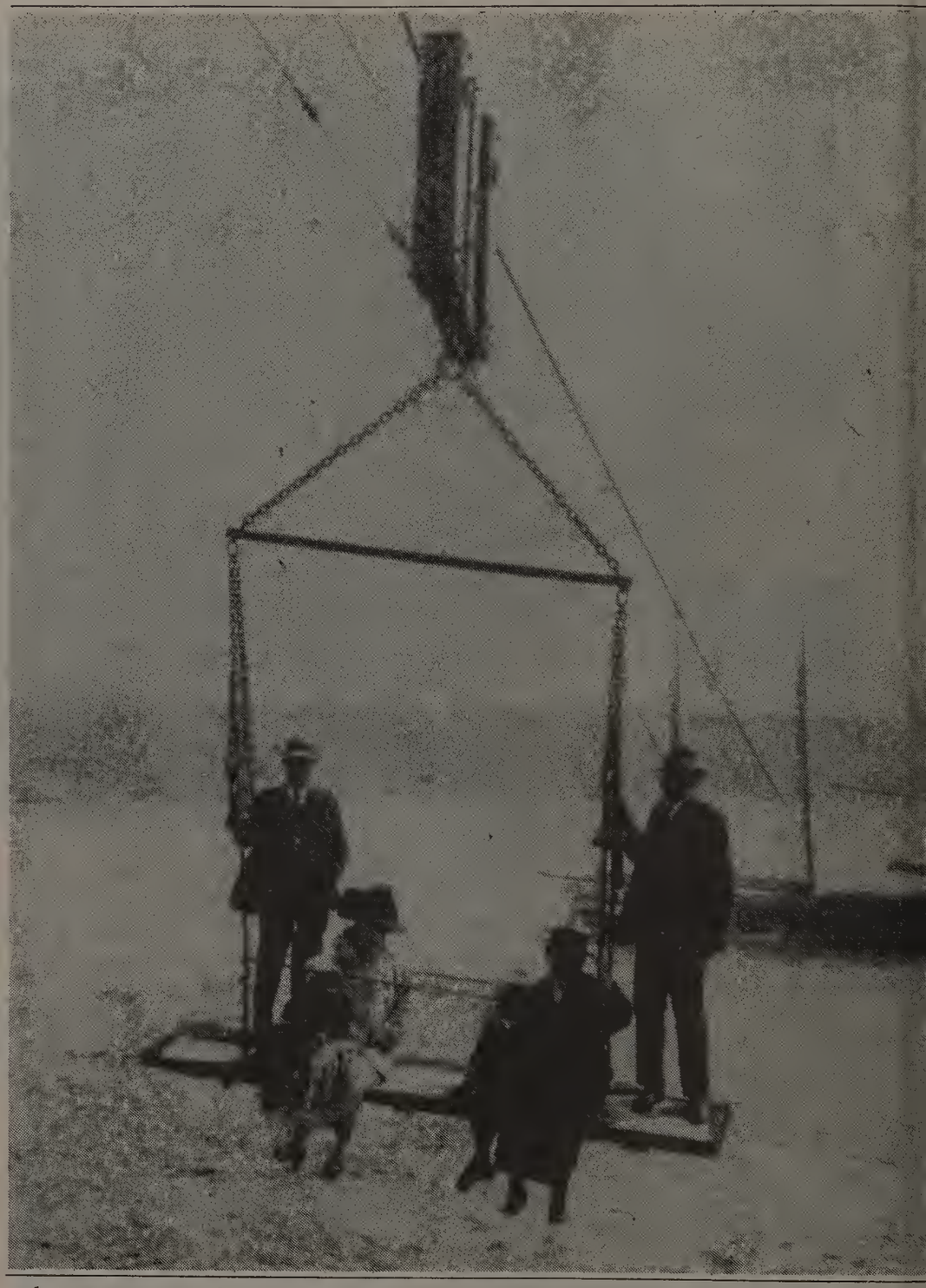
A tug pulled the little ship away from the Harbor View Shipyard, in what is now the Marina District, and out into the flood. Then cast her off. Clouds of ugly, black smoke spewed from her stovepipe stack and swirled around the ship, completely obscuring her stern. The captain looked aloft through the acrid clouds, no doubt feeling somewhat awkward that the sails on her two masts remained furled. This day the ship would move, not by wind, but by a furnace below that would feed the pulsating machinery. When the black gang had finally stoked enough coal to get up a head of steam, the command came down from the bridge for power. As the propeller wash swirled out from under her stern and *Newsboy* began to move, the crowd ashore cheered again.



A typical 'Aunt Mary' cabin aboard a lumber schooner; comfortable for everyone but newlyweds.

Well, most of them.

In the years preceding the switch from sails to steam, many discussions occurred between members of the 'Scandinavian Navy' — the captains and men who ran the west coast lumber schooners — and shipowners. The puny engines, said the masters, would never be able to keep up with a sailing ship under full sail. They'd never get a ship around the Horn. And look at all that valuable cargo space you're going to lose to the coal storage, engines and boilers. Why, with an engine rather than sails, you'll likely lose more money than you make!



One of the compromises to come of these discussion was retention of sails. The early steam schooners all carried gaff or marconi rigs, which ended up being used — if they were used at all — as steadying sails. As engines became more powerful and dependable, eventually sails went by the board. The ships still retained masts, but only to support cargo booms.

Sometimes, of course, the diehard sailors had the last laugh. When the engines failed, it was the good, old, dependable sails that got the ship into port so that repairs could be made. But it wasn't only engine failure that disabled the little ships. Carrying only a limited amount of coal kept them close to the coast and re-

Spread, disembarking from a lumber schooner parked off Mendocino. In 'dog hole' harbors, both sail and steam schooners transferred people and cargo this way. Above (l to r), the 'Pomo', 'Gualala' and 'Pasadena' at Albion in the late 1800s.

stricted their range. Sometimes they simply ran out of coal, like the *Washington* did on a Port Blakely to San Francisco run in 1906. Captain Nelson's solution: feed the boilers with wood hacked out of the cargo of lumber with fire axes.

The first wooden steam schooners used 'compound' engines of about 100 shaft horsepower, which drove the ships at 8 knots through a single propeller. It wasn't until the early 1900s that the ships began to be fitted with more efficient triple-expansion engines, later versions of which could put out some 850 shaft horsepower. Fulton Iron Works of San Francisco was a principal supplier of these engines. And you think your old Chevy gets bad mileage? — ships like *Wapama* required 110 barrels of oil and six tons of water a day to keep going!

Another change was oil, which largely replaced coal as the fuel to fire the boilers. As the steam schooners evolved, newer ships were also slightly larger, and had rounded sterns instead of square ones, which made maneuvering alongside wharves much easier.

Lumber mill operators up and down the coast watched the development of the new ships with interest. They had all experienced the frustration of watching sailing ships beating their way out the Golden Gate, only to be driven back by heavy weather. Or to leave harbor in dying breeze and then be becalmed for hours or days.

Ships like 'Wapama' required 110 barrels of oil and six tons of water a day.

But the new breed of steam schooners could keep a schedule. They were unaffected by calms and could pound north in all but the worst weather. They could also make straight-line voyages to their destinations rather than laboriously tack back and forth. It was true that they couldn't carry quite as much lumber as their engine-less sisters, but with a turnaround time as much as half that of sailing ships, some steamers could literally unload their cargos and be headed back north by the time a sailing ship was beginning its trip to the Bay Area.

If there were any lingering doubts, the *West Coast* pretty much quashed them. In her first year of operation in the late 1800s, this steam schooner earned more than her $25,000 building cost.

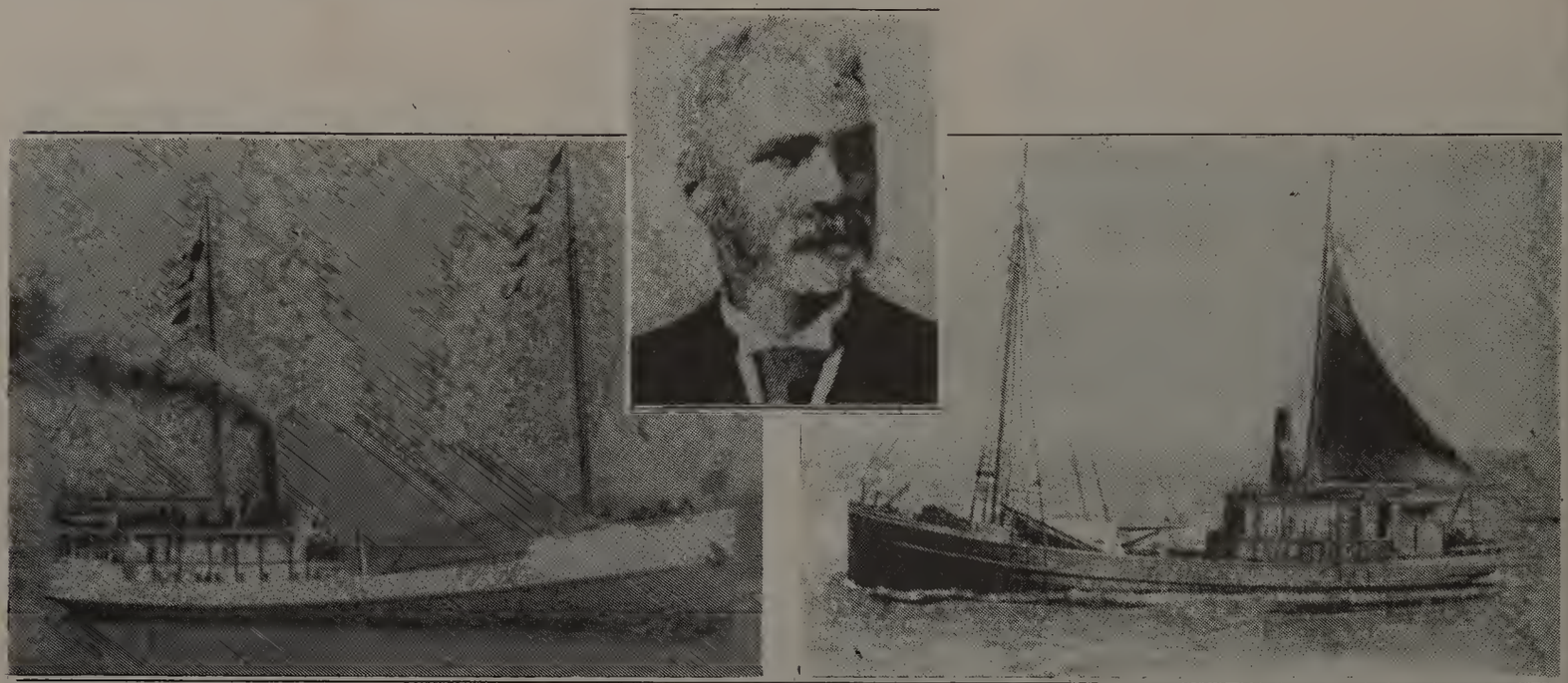
By 1904, orders were pouring into Fulton and other iron works for engines, and to outfits like Boole and Benton (on Mission Creek near Seventh street) and Barnes and Tibbets of Alameda for ships. Many northern mills built their own schooners, loaded them with lumber, and towed them to San Francisco to have Fulton install engines and boilers.

The growth of California was a major impetus to the continued development of steam schooners. Although the lumber business declined in the 1850s as Gold Rush furor died down, by the 1880s, the transcontinental railroad offered a cheap and relatively easy way to 'go west, young man.' Newspapers, magazines and land promoters — backed by the railroads — publicized the virtues of fertile land and healthful climate. At one point, more than 5,000 people a week were pouring into the state as rail fare wars brought the price of a ticket from Kansas to San Francisco down to $1.00!

As a result, San Francisco grew from 300,000 people in the mid-1880s to nearly half a million by the end of the century. In the same period, Los Angeles exploded from 10,000 to 100,000, while ports and cities between were growing apace.

As the state grew, so did the need for

STEAM SCHOONERS



The steam schooners 'Cascade' (left) and 'Newsboy' show evolution of the breed. 'Cascade', built in 1904, has no sails, a rounded stern and better passenger accommodations. Inset, 'Cascade' builder Hans Bendixsen built scores of steam and sailing ships in his Fairhaven boatyard.

more lumber. However, while great emphasis had been placed on east-west travel by rail, virtually no north-south rail connections existed. The only practical way to transport people and cargo up and down the coast was by ship, and the steam schooners were there to meet the demand.

On their northbound treks, the 'tea kettles' — they were also nicknamed 'Finnish Men O' War', among other things — transported general merchandise, groceries, mill supplies, machinery, grain, and always plenty of liquor for the hard-working lumberjacks. The *Daisy Freeman* had the distinction of delivering priceless tapestries, paintings and medieval statuary to San Simeon for William Randolph Hearst's new 'castle'.

There were also personal gifts bought by the masters or crews — curtains, drapes, flower pots and sometimes dresses — for a mill owner's wife or daughter. While thus engaged, Captain Erickson of the *Greenwood* was accosted by two thugs. The story goes that he laid them both out with an infant's bottle, then dressed their bloody wounds with baby diapers.

The 'Daisy Freeman' delivered paintings and statues for Hearst's new castle.

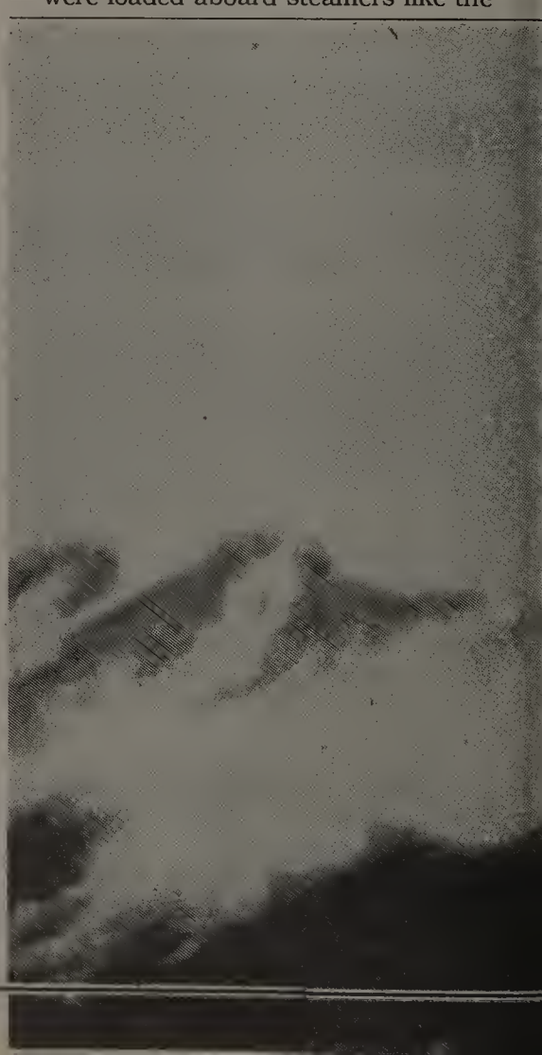
In addition to lumber, southbound steamers would load produce such as apples, prunes and potatoes. The Potato Patch shoal, just north of the Golden Gate, is named for one of these cargos that went overboard when an inbound steamer got caught in a storm. For days, the area was awash in floating potatoes — and the nickname stuck.

Eventually, steam schooners also transported people. At first, small passenger cabins were fitted on the already cramped decks. The owners boasted of 'fine accommodations' even though the cabins appeared to be little more than rope lockers with a fresh coats of paint.

It didn't matter. So many people wanted to go that prices for such 'staterooms' skyrocketed to $35 for two from San Francisco to Mendocino. To make the most of the facilities, three-high bunks were the norm. This kind of sleeping arrangement was common for officers, but it strikes one as odd that ship owners wouldn't have had more consideration for passengers. Especially those who occasionally occupied the so-called honeymoon cabins, the largest and nicest cabins aboard. One can only conjecture what a newlywed couple thought when a stranger was put in the third bunk. At some point, the third bunk acquired the name 'Aunt Mary's bunk', although who Aunt Mary was is anybody's guess.

Passenger service aboard the steam schooners, at first almost a whim, soon became standard. And as the ships grew, their accommodations grew, too, with some ships eventually boasting elegant — if still cramped — living quarters.

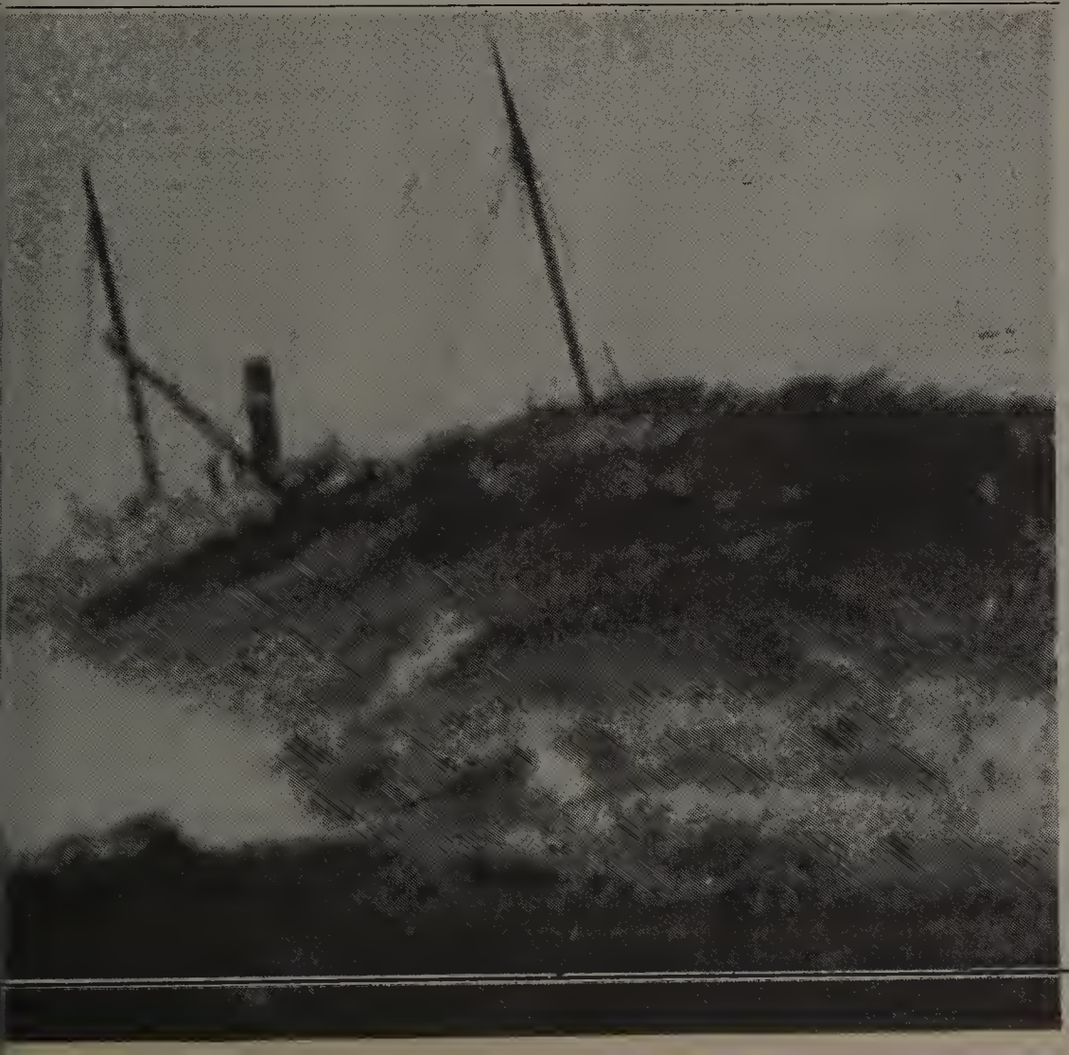
The Alaskan Gold Rush of 1898 was the next shot in the arm for the ships of the Scandinavian Navy. Being a bit greedy, shipowners sometimes loaded so many gold miners and cargo aboard each trip that there was barely any freeboard left. The demand for space aboard steam schooners was huge. Foodstuffs, clothing, cut timber, machinery and all the other necessities of mining towns — including roulette wheels and dancing girls — were loaded aboard steamers like the



Allcon, Carona, Tillamook and *Aloha* for the trip to the Klondike. Coming back south, more than a few ships carried smiling miners in cabins and fortunes in gold in the ship's strongbox.

On one such return trip, the *Carona* hit some rocks off Lewis Island. She was refloated, but the hasty patch-job came apart and she started taking on water at an alarming rate. Unable to stem the flow, the crew prepared to abandon ship when, all of a sudden, the water stopped. To the astonishment of the crew, a big black fish had been sucked into the hole and became stuck, plugging the leak. The fish was wedged in so tightly that upon arrival in San Francisco, it had to be removed with fire axes.

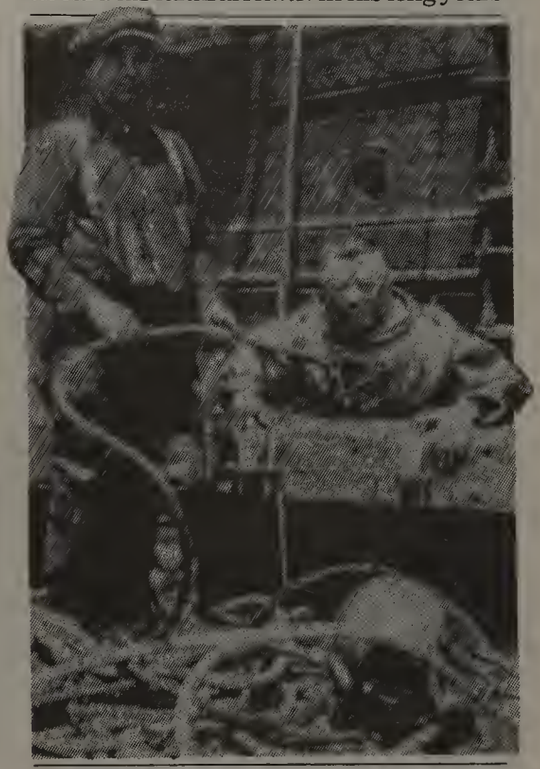
Shortly after the turn of the century, attention turned back to San Francisco when the terrible quake of 1906 all but flattened the city. The steam schooners rallied to the cry for lumber to rebuild the City, a steady hunger that would take nearly four years to satiate before it finally stabilized.



The 'Trinidad' in trouble off Gray's Harbor. Sixty-five knot winds drove the heavily-loaded ship onto a shoal. All but one crewman were saved.

It's still a matter of conjecture why so many steam schoonermen were Scandinavian. Did they follow the trees? Gravitate naturally toward the forests? Or did they come to the ships as had their Viking forebears? No one knows for sure, but old timers will remember that there were so many Johnsons, Olsons and Carlsons aboard the steam schooners that nearly all of them had nicknames so they could be told apart. And there wasn't a hard 'j' or soft 'g' to be heard aboard any of the ships. Jibs were 'yibs', engines were 'en-yins' and wood was 'loombar'.

'Midnight' Olsen was a good example of the type of man it took to captain a steam schooner. One winter, a storm so fierce hit the coast that the San Francisco Lightship (which back then really was a manned ship) parted her mooring cables, and other steam schooners were trapped in ports like Astoria because the bars were being ravaged by mountainous surf. During the height of the melee, Midnight departed San Francisco for Humboldt Bay aboard his faithful *Acme*. In his long years



When Captain 'Midnight' Olsen wasn't at the helm of his ship, he could sometimes be found diving for spare parts on sunken steamers.

of sailing, he had never missed a delivery schedule and a little weather wasn't going to delay him now.

Midnight earned his nickname several years earlier by taking the *Acme* across the Humboldt bar one moonless night in terrible weather, even when he knew he had 20 feet of water under his keel at the crest of a swell — and about 6 inches at the bottom of a trough. This was the situation when he arrived in Humboldt from San Francisco. And once again, he made it in, and the mail he carried was delivered early the next morning.

Some stories were a bit more fanciful. 'Rain water' Oscar Johnson, for example, is said to have earned his nickname by piloting his ship two blocks inland on rain water alone before he realized his mistake, rang for full astern, and backed out into the stream again.

Robert Dollar, one of the first to see the value of the steam schooners, also foresaw the end of the wooden ships. Wood construction had certain inherent limitations, one of which for steam schooners was that their hulls tended to 'work' a lot — which led to sagging and leaking — if they were much longer than 200 feet. So soon after the turn of the century, he

STEAM SCHOONERS

LAST OF THE BREED

Much has been written about *Wapama*, the last of the steam schooners. Over the last 20 years, many a plan has been drafted for her restoration. Yet there she sits on her barge, a swaybacked old workhorse waiting to die. In 1996, the Parks Service basically gave up on her. As part of a Draft Management Plan published in August, she became a victim of triage: despite being the youngest ship in the historic fleet, she was in the worst shape, noted the report, and would be the most expensive to save. The Park Service made the only choice they could — or thought they could at the time: Instead of waiting for $12 million to restore her, they proposed to spend $1.5 million to break her up and preserve certain parts.

Fortunately, another alternative presented itself shortly after release of the Draft Management Plan. At its simplest, this amounts to a partnership with a private, non-profit group. While the ship would technically still belong to the Park, the non-profit folks would do the fundraising and work to bring her back. The group that took on this formidable task is the newly-formed Pacific Steam Schooner Association, co-chaired by Ed Zelinsky and retired Admiral Tom Patterson.

To give you some indication of the driving force behind PSSF, Zelinsky sailed aboard the *Esther Johnson*, the last steam schooner ever built. Patterson was largely responsible for the magnificent restoration of the Liberty Ship *Jeremiah O'Brien*.

The *Wapama* was built at St. Helens, Oregon, in 1915. At 217 feet, she is among the largest wooden steam schooners ever built. From launch until 1930, the ship carried lumber and passengers all up and down the west coast of the U.S., with occasional trips to Canada and Mexico. By this stage of steam schooner development, passenger accommodations bordered on sumptuous. *Wapama*'s appointments included a mini 'grand staircase', and a social hall with red plush settees and a piano. Unlike many of her peers which carried only 12 to 18 passengers, *Wapama* could accommodate 44 in 'cabin' class and another 22 in steerage.

'Wapama', aboard her barge, has been parked at the Corps of Engineers docks since 1986. A newly-formed group hopes to save her.

After nearly three more decades of hard use carrying passengers and frozen fish between Seattle and Alaska, the ship was showing her age. In 1957, in derelict condition ("In much worse shape than she is now," according to Patterson), she was purchased by the state of California and brought to San Francisco to join the historic fleet being assembled there. She was on display at Hyde Street Pier from 1959 until 1963, when she became so hogged it was feared she might break in half. For the next 15 years or so, she was shuffled from one shipyard to another, finally landing on barge #214 in 1980. Some say she'll never float on her own bottom again.

Zelinsky, Patterson and a dedicated army of people have given new hope to the ship. And for the first time in all the years we've been checking in, there really seems to be light at the end of this tunnel.

"We're going to bring this ship back the same way we did the *O'Brien*," says Patterson. "That's with the help and support of the maritime industry and unions, the corps of engineers, the Navy, Coast Guard and lots of volunteer labor. We're already talking to a lumber mill up north that may donate the wood, and the man who got us the paint for the *O'Brien* — he retired from Interlux years ago — may be able to work the same deal for *Wapama*."

In the 18 months since the ship's 'death sentence', *Wapama* has been awakened from her slumber — the phones are back on, the fire and bilge alarms (for the barge) activated, and shipkeeper Evelyn Roberts is never far from her large patient. Generations of pigeons have been ousted from *Wapama*'s cavernous hold (humanely; none were hurt) and volunteer work parties are already turning-to every other weekend, tending to the thousand and one little jobs that are part of the whole. A local shipwright has been retained to plan the major parts of the restoration. And plans are already being bandied about to someday use the passenger cabins for a youth hostel and the ship herself for educational programs with local schools.

Make no mistake. It's going to take a long time and — just like with the *O'Brien* — Patterson doesn't know exactly where all the funds are going to come from. Yet of all the groups and good intentions associated with the *Wapama* over the years, this one has the wherewithal, and the track record, to pull it off.

"We're going to save this ship," he says. "But it's going to take everybody, including the yachting community, to get it done."

Donations to the Pacific Steam Schooner Foundation can be sent to P.O. Box 1043, Tiburon, CA 94920. For an information pamphlet on the ship and PSSF, or for information on joining a volunteer work party, call (415) 435-0413.

— latitude/jr

began construction of three new steel ships, each 240 feet in length and 1,800 tons. They could carry 1.5 million board feet of lumber — half again as much as the largest wood ship was carrying at the time. The new ships were also faster, more fireproof, and required fewer crew. As before, once it became apparent that Dollar's latest idea worked, many other shipping lines soon followed suit.

The last steam schooner to be built was the McCormick Lines' *Esther Johnson*. She was built of wood in 1923 and served some of her finest years as a workhorse in the South Pacific Theater in World War II.

Of 225 steam schooners built, only one remains. The last survivor of this unique period in west coast history is the 217-ft *Wapama*, permanently 'drydocked' on a barge along the Sausalito waterfront.

— jevne haugan

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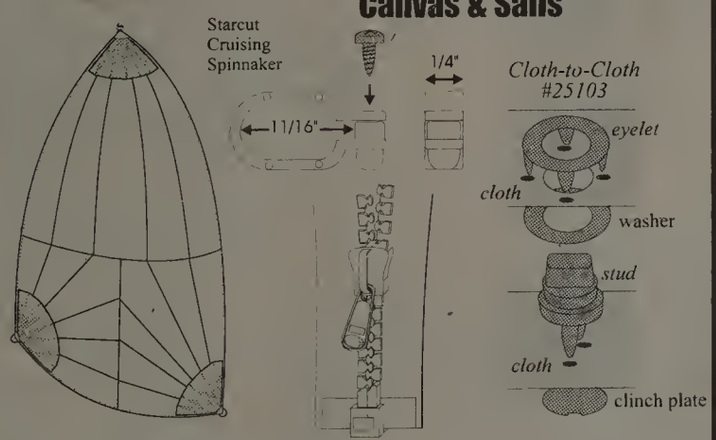

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HIGH SCHOOL SAILING

Up until two years ago, youngsters graduating from Bay Area junior yacht club sailing programs, which generally seem to end at the beginning of teenhood, fell into a black hole in terms of competitive sailing during the school year. They may have been able to crew for older sailors or, if they were big enough, pilot a Laser in a midwinter series. A few individuals in the past were able to jury rig something that resembled a high school sailing team, but their efforts tended to vaporize once they graduated and moved on to collegiate sailing.

Recruiting might be as simple as telling someone in the hall that you're going sailing...

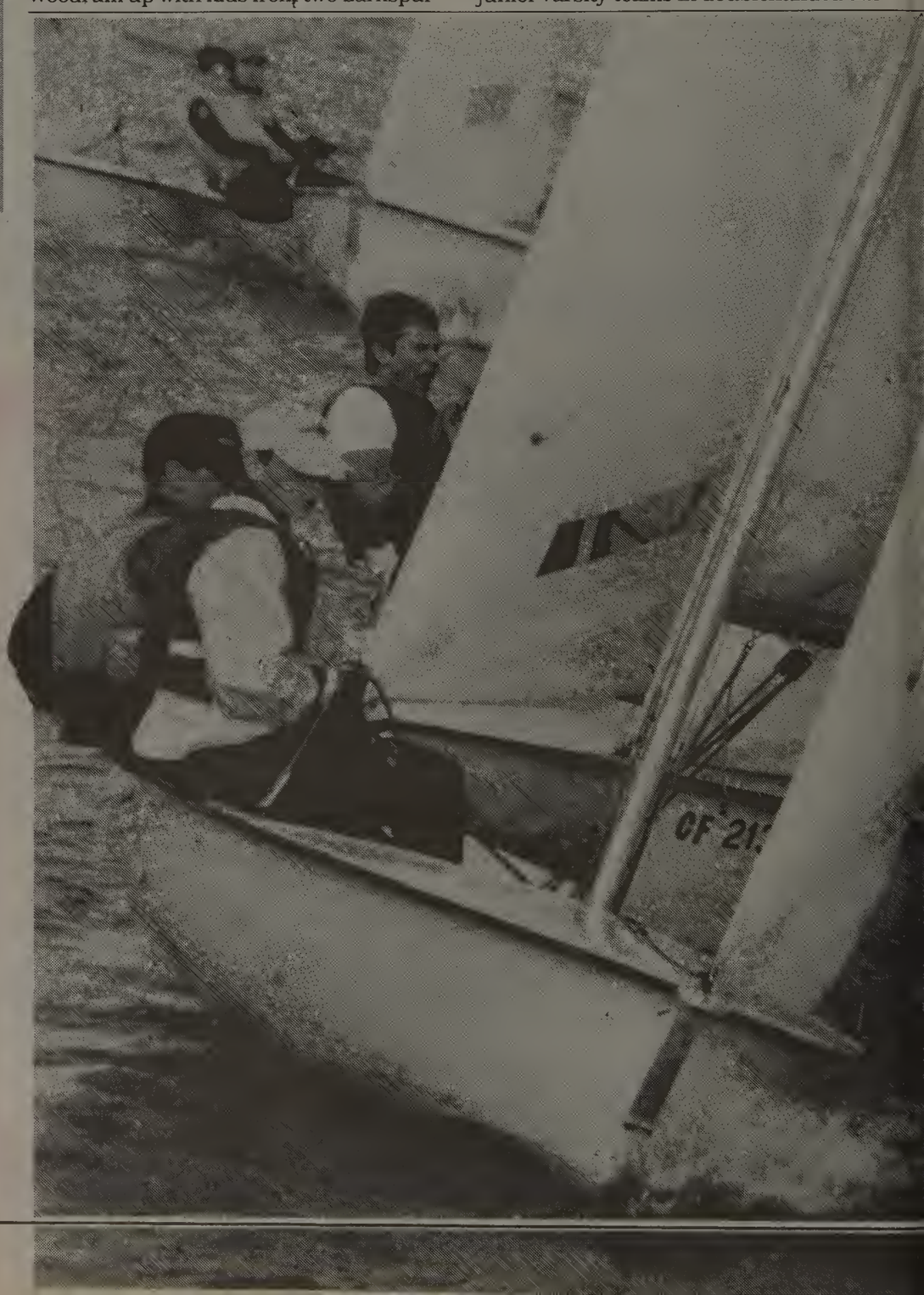
Currently, though, about 16 Bay Area schools stretching from Monterey to Marin are fielding high school teams. They're competing, quite successfully in some cases, in the Pacific Coast Interscholastic Sailing Association (PCISA), which includes another 25 schools from Southern California and Hawaii. With the addition of a few more schools next season, the Northern Californians are on the verge of forming their own separate region as part of the national governing body, the Interscholastic Sailing Association (ISSA). It could be said that high school sailing in Northern California has finally come of age.

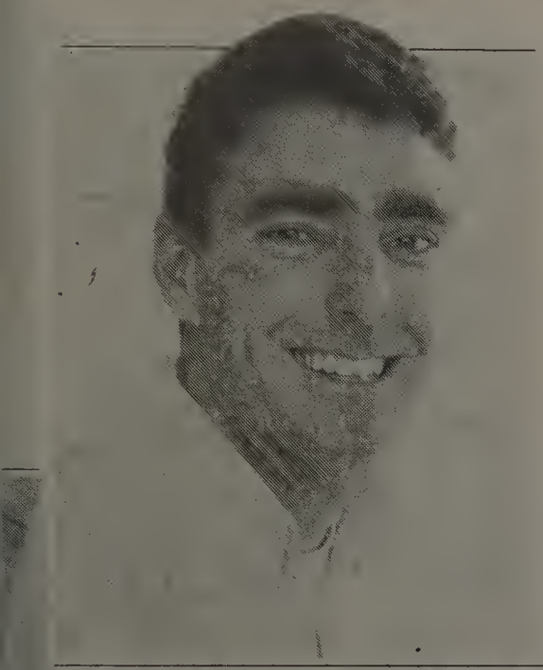
Getting to this point obviously required some concentrated effort. We had a chance to talk to some of the key players in the high school sailing scene, including both organizers and participants, and get a run-down on how the renaissance came about.

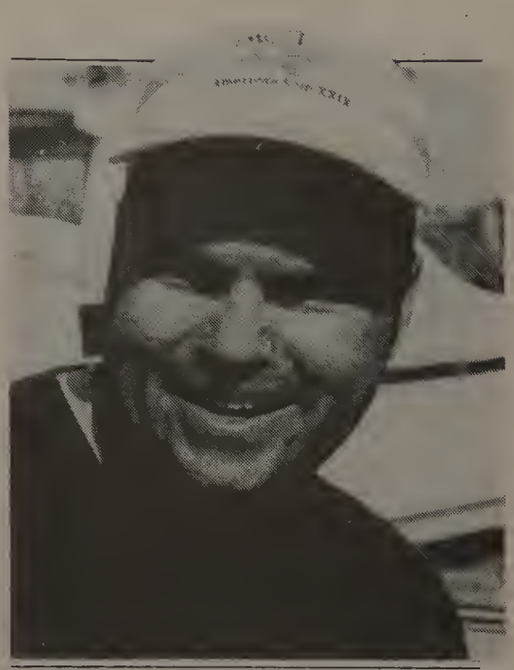
"High school sailing really fills the gap for kids after they graduate from their El Toros and before they enter collegiate sailing," says Casey Woodrum, who grew up in Marin and actually competed for Redwood High School at the ISSA Nationals in 1986. He then attended San Diego State and coached at Point Loma High School, where his team won the Nationals in 1993. "High school sailing was really blossoming down there at the time," he says.

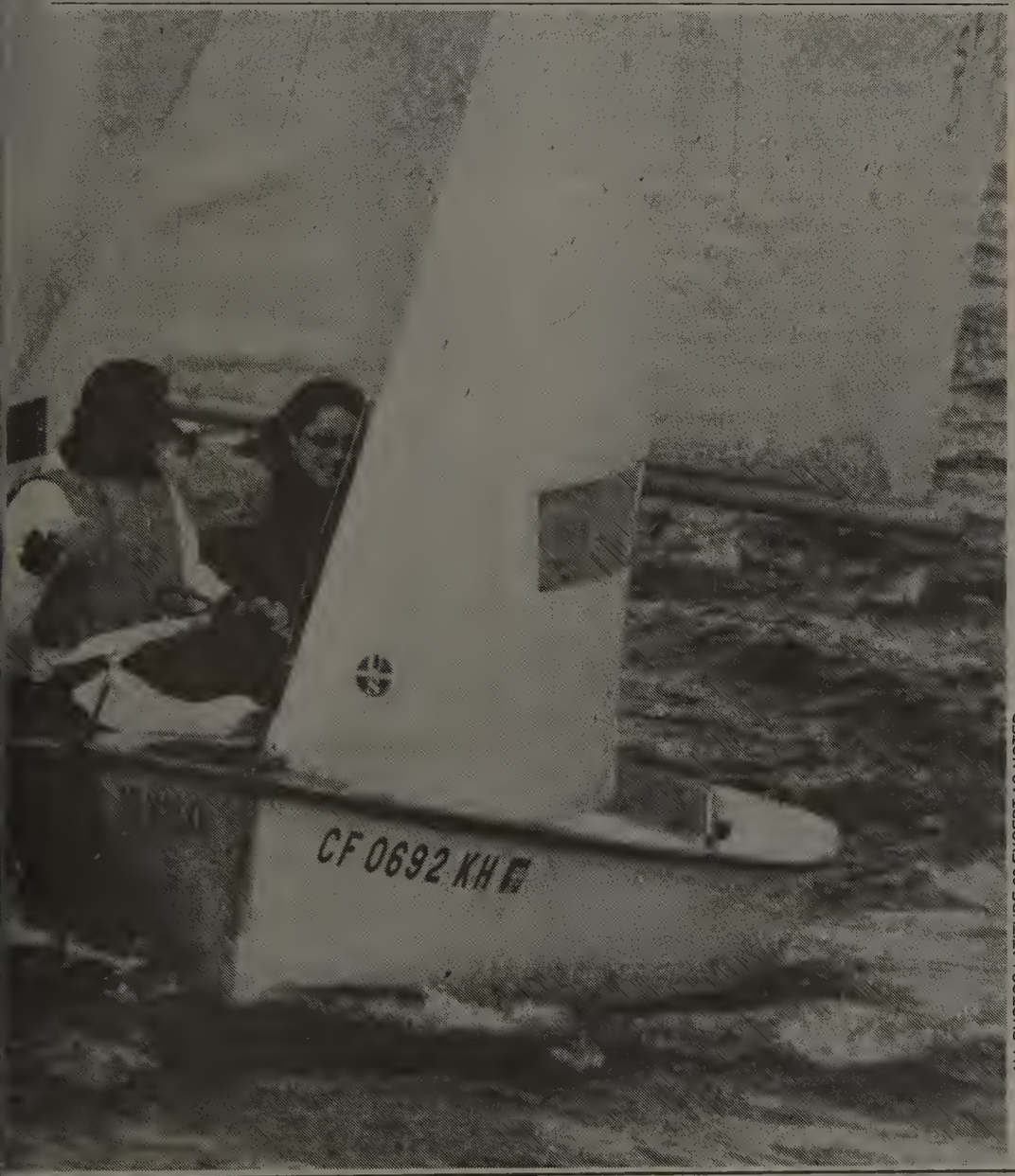
Back in the Bay Area, Casey got involved with high schoolers through Maureen Ford, who until recently headed the junior sailing program at San Francisco YC in Belvedere. SFYC, like several other clubs, has been an avid supporter of high school sailing, and Ford hooked Woodrum up with kids from two Larkspur schools, Marin Catholic and Redwood High. He now runs their practices on Saturdays and coaches at their regattas, which includes both a Bay Area schedule and a California calendar with venues alternating between both ends of the state.

Woodrum points out that the high school racing format follows the collegiate practice of fleet racing for both varsity and junior varsity teams in doublehanded din-









ALL PHOTOS LATITUDE 38 EXCEPT AS NOTED

Above (l to r), Doug Kent, Dana and Steve Jones, and Casey Woodrum are all players in the high school sailing renaissance. Spread, the thick of battle in a high school regatta.

ghies. The most popular boat on the West Coast is the 13-foot Flying Junior sloop. Some regattas also feature team racing and singlehanded Laser sailing. The simplicity of the FJs make them easy to teach newcomers and train racers, and Woodrum says it's possible to move a novice sailor onto a varsity crew position within a year.

Sailing's status at different high schools varies. Marin Catholic offers it as a varsity sport, which puts it on a par with football and other school-sponsored athletics. At Redwood, the sport ranks as a club activity and gets some money from the student association. "Sailing used to be pretty much of a black sheep sport," says Woodrum, "but now that it's gained club and varsity status, the kids get some pride out of participating in it."

Meredith Lahey is a junior at Marin Catholic High School and a skipper on the sailing team. She spent seven years at the SFYC junior program and races Lasers and Laser IIs in Small Boat Racing Association events. During her freshman year, sailing became a team sport at MCHS. "Maureen Ford was really eager to get us sailing against the kids from Southern California," she says. Over the past three years, Meredith has made six trips to the southland and loves the strong competition she encounters there.

Campaigning for her school has also extended Lahey's sailing season. "I used to sail just in the summer, but now it's all year round." She's also eyeing an East Coast college and knows that high school sailing experience will augment her ex-

HIGH SCHOOL SAILING

tracurricular activity resume, especially with schools that have collegiate sailing programs.

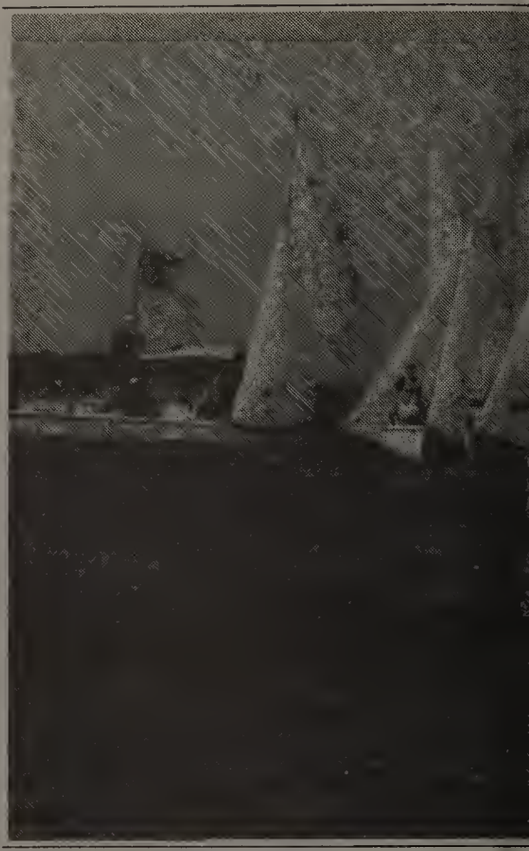
Ted Gazulis has been a behind-the-scenes force in the Marin high school sailing scene. A staff commodore at San Francisco YC, he got involved as his son Nick entered Redwood High. In the fall of 1996, he and other parents formed the Northern California High School Sailing Association, which originally included only Marin County schools but now encompasses the South Bay and Monterey Bay areas as well.

"The advantage of organizing ourselves as an association is that it gives us a forum," says Gazulis, pointing to the fact that the interests of students, parents, yacht clubs and schools aren't always the same. The level of support from the latter three groups also vary. Parents chaperone, transport and organize. Yacht clubs, such as the San Francisco, St. Francis, Santa Cruz and Monterey Peninsula, provide boats and access to the water, which are often invaluable. The St. Francis YC, for example, recently purchased six FJ's for use by high school teams and offer the use of their coach boats, as well. Some schools provide funding and for others, sailing still has yet to register on the radar screen. "With our organization," says Gazulis, "we can meet regularly and talk about what we're doing, what works and what doesn't."

Some of the local sailing foundations which support junior sailing activities also merit mention. The Belvedere Cove Foundation, the Richmond YC Foundation and the St. Francis Foundation have all donated to high school sailing teams. Marin Academy, for example, has received $850 in grants and a $600 rebate on the cost of using the St. Francis YC's FJs.

Katie Clausen sails with Nick Gazulis on the Redwood team, which currently ranks second in Northern California and seventh in the district. A product of the Richmond YC junior program, she's taken the opportunity to move from crew to skipper in the high school arena. Not many of her classmates are aware of the team, and she says recruiting might be something as simple as telling someone in the hall that you're going sailing this weekend and asking if they want to join in. "Being on the team is something I do to have fun as much as to do well," she says.

Gazulis adds that the interplay between kids from different yacht clubs and between those who know how to sail and those who don't is another benefit that he's seen in high school sailing. "You need a bunch of sailors to field a team," he notes, "and if you rotate in big kids for heavy air and smaller ones for light air, you can really create more opportunities for participation. For kids who aren't superstar sailors but who want to be involved, this is a great structure for them to fit in."



Relatively low-tech and indestructible, the 13-foot FJs are the boat of choice on the West Coast high school and collegiate sailing circuits.

John Amen has played a strong support role at Marin Academy in San Rafael, where his daughter Jessica is a senior on the top ranked Northern California (sixth in the district) high school team. She too went through the Richmond YC junior training and has been active in El Toros, Bytes, Laser IIs and big boats. She finds high school sailing the most competitive, because "we're all pretty much at the same level and it's more organized than most of the other sailing I do. We also have a strong sense of school spirit and want to do well so the sport will grow."

For the out-of-town weekend regattas in Los Angeles and San Diego, Papa Amen and the other parents do the driving on Friday and sleep in the car while the kids race. On the return trip, the kids get their snooze time in order to be ready for school on Monday. Sometimes they overnight at friends' houses or pool their money for a motel. "It's a good way to keep the kids busy and out of trouble," Amen says with a laugh.

Steve Jones is another active parent

COURTESY CRAIG CLARK

Southern schools dominated their Northern counterparts at the last month's Cardinal Invitational, but the gap is closing.

at Marin Academy, with his son Dana on the team. Steve used to teach during the winters at the Richmond YC program and during summers at the joint Stockton/Richmond YC training camps. He's glad to see the progress that's been made so far with the NCHS and the fact that the PCISA will, for the first time, run its Pacific Coast Championships in Northern California at the San Francisco YC on April 18-19. He's also got an eye out for the future, requesting that people donate to the Cove Foundation so they can buy Stanford's soon-to-be-retired fleet of FJs. "The boats could be chartered out to high schools that need them," he says. He's also advocating some outreach programs for inner city high schoolers in order to get them involved as well.

The head of the St. Francis YC junior program, Carisa Harris, reinforces the idea that high school sailing can make the sport accessible to many. "Yacht clubs are usually happy to help high schools start programs and generate interest," she says. The St. Francis, which hosts practices for Marin Academy and Branson (another Marin high school), has been pitching the idea to San Francisco schools such as University High, Sacred Heart, St. Ignatius and the San Francisco Waldorf School. "The most successful high school programs usually have a willing parent who does the organizing and someone from the yacht club to coordinate efforts," she observes.

Doug Kent recently took over as head of the junior program at San Francisco YC and he adds that part of the mission of the club is to support youth sailing. Targeting high schoolers makes sense because clubs like his have been cranking out junior sailors for years. SFYC now hosts practices for Redwood and Marin Catholic on Saturdays, with Marin Academy and Branson team members showing up on Sunday. An average session draws anywhere from 10 to 16 teenagers. The club maintains the boats and arranges for coaching from Casey Woodrum and Pat Downey, a three-time All American sailor and assistant coach at Stanford. The schools do have to pay for the coaches' time.

> *"This is a real exciting time. There are lots of people willing to say 'yes' to high school sailing. . ."*

Stanford is also involved in the recent surge of interest in the South Bay. Coach Steve Bourdow has made his FJs available to high school sailors. He's also working with Sam Studer, the junior sailing coach for the Sequoia YC in Redwood City. A middle school science teacher and summertime sailing instructor, Studer was approached last year by a parent who wanted to start a high school sailing team. One thing led to another and two schools, Gunn High and Palo Alto High, are now competing on the circuit. Stanford and Sequoia YC even hosted one of the official PCISA regattas, the Cardinal Regatta in late February, with 20 schools participating. "This is a real exciting time," says Studer. "There are a lot of people willing to say 'yes' to high school sailing and we're just trying to figure out how to maintain the momentum. We're also getting some of the middle schools involved as a way of starting interest early and carrying it through to high school."

Starting early has been one of the key elements down in Santa Cruz and Monterey, too. Mike Horn of the Santa Cruz YC began working with his local school districts last year and quickly realized that the best place to start was before kids actually reached high school. "The middle schools are the ones that will feed the high school programs," he notes. In addition to the teams now competing at Harbor High, Santa Cruz High, Soquel High (at which Horn's freshman son Rob competes) and Aptos High, inroads have been made at middle schools such as New Brighton, Shoreline, Mission Hill, Branciforte and Aptos Junior High.

Santa Cruz YC has teamed up with the University of California Santa Cruz collegiate facility in Santa Cruz Harbor to provide boats, access and training. Youngsters can take a basic sailing class and intermediate racing class with UCSC. After school and on weekends, members of the yacht club, parents and coach Jason Little put time in working with the teenagers as well. The Santa Cruz Sailing Foundation recently bought three FJs for use by the high schoolers. "We've had a few hiccups along the way," says Horn, "but the hard work seems to be paying off."

Similar results are being generated in Monterey, where Monterey Peninsula YC junior director Cam Lewis and North Monterey County High School teacher Jack Allen have assembled the Monterey Bay High School Sailing League. In addition to the Santa Cruz schools mentioned

HIGH SCHOOL SAILING

above, the league includes Robert Louis Stevenson School in Pebble Beach, Salinas High, The York School in Monterey, Pacific Grove High and North Monterey County High. On average, the league sends four to six teams to the California events in both parts of the state. They also hosted the first Northern California High School championship regatta at Monterey Peninsula YC last October, drawing 16 teams from 13 schools.

"Many of the kids started as members of the yacht clubs," says Lewis, "but now we're getting more youngsters who are just becoming interested in sailing. The York School, for example, has a group of incoming freshman who aren't real skilled yet, but they're gung ho about learning and being out on the water." The teams currently borrow some old FJs from Cal State University at Monterey and are raising money to buy a fleet for their own use in practices and regattas.

COURTESY CRAIG CLARK

Marin Academy, Northern California's top high school sailing team, includes (l to r) Asa Prentice, Dana Jones, Jessica Amen, Kimbal Hall, Jeb Berman, Amanda Sherwood, Billy Shmoll and Lauren Cerre.

"High school sailing really fills the gap for many of these kids," Lewis reiterates. "Before this, the only thing we had for kids around here were Lasers. Most high school kids are anywhere from 95 to 140 pounds and if it blows over 12 knots they really can't sail those boats by themselves. Scholastic sailing gives them the opportunity to compete and learn to sail and gets them ready for college sailing. The yacht clubs want to help too, in part because they know that their most active members usually come through the junior programs. It's a real win-win situation."

It looks like high school sailing really has put down some solid roots, and one can only wonder why it never really happened before. As a way of growing the sport of sailing, it makes perfect sense, and it provides these youngsters with a way to grow along with it.

— shimon van collie

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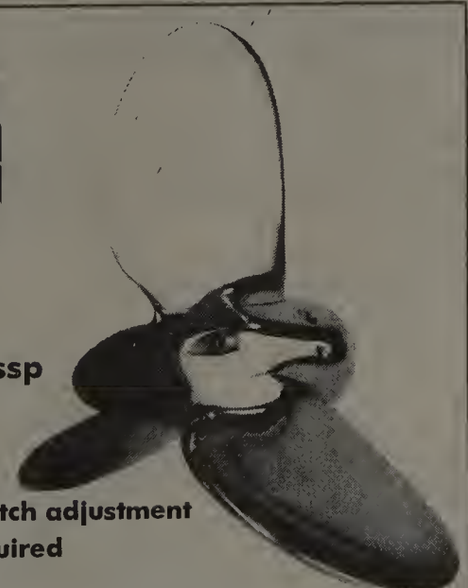

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MAX EBB

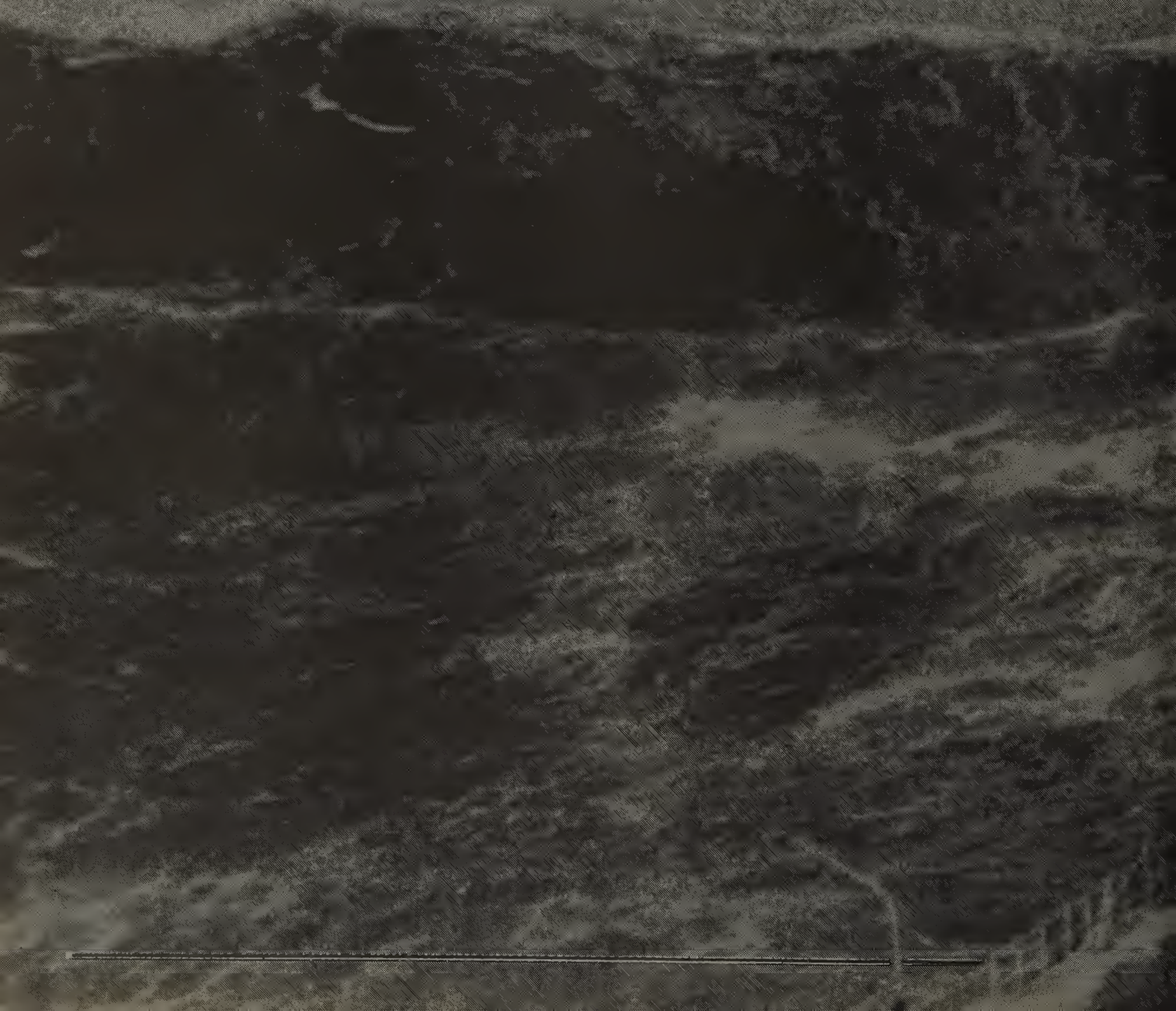
"What is that thing for?" I asked my dock neighbor as I walked past his boat. This was one of several boats in the marina preparing to sail to Hawaii this summer, and this being one of the first weekends of the year with really nice weather, the dock was buzzing with activity. Even around the yacht club bar, talk about life rafts, trysails, emergency rudders and radio grounding systems was dominating the conversation as the owners and crews struggled to meet inspection deadlines. Hardly a word about the next yacht club cruise.

But this particular skipper was not in the race, and while this gave him the dubious luxury of ignoring some of the required big-ticket items like the spare rudder and the SSB, he was paying peculiar attention to some unusual details. Right now he was hanging an odd-looking bag off the stern rail, adjusting the lines and snap hooks that held it just below deck level.

"It's an oil bag," he announced proudly. "Been reading up on all the heavy weather sailing tactics, and the use of oil could be critical to prevent waves from breaking. Damn hard to find an oil bag at the chandlery, though. Ended up scoring this one at a flea market. Brand new for five bucks!"

The bag looked like it could have been standard issue on a Liberty Ship lifeboat, but he assured me that his tests indicated that it leaked oil at exactly the right rate for his size boat.

"Don't let the Coast Guard see you use it," I joked.



— OIL ON THE WATERS

"The reason oil has gone out of favor," he explained, "is that it doesn't work on a boat that's hove to. That's because a properly hove-to boat will fore-reach, and sail out of the oil slick."

I could tell that he really enjoyed using the words "hove to" and "fore-reach."

"But the tactic of heaving to," he continued, "is not as common in modern boats, where it's better to run off trailing warps. That allows oil to spread over a large area between the boat and the oncoming waves."

"How does the oil actually work?" I asked. "I seem to remember reading that it prevents waves from breaking, but why?"

"Friction!" said another one of our dock neighbors as he passed close aboard, pushing a dock cart full of sailbags. "The oil causes much less friction on the surface, so the wind doesn't cause the wave tops to be blown over as easily."

One of his crew was following close behind, arms loaded with coils of color-coded low-stretch rope.

"No, it's because of surface tension," he said. "The chemical nature of the surface film isn't going to have any effect on frictional resistance on a surface that rough. But the surface tension of the oil film prevents the waves from breaking."

"I always thought it was the weight of the oil," said a woman coming the other way up the dock with coils of old rigging wire over her shoulder and a big swaging tool in her hands.

"But oil is lighter than water," said the owner of the boat. "That's why it floats on

The tanker 'Caltex Rotterdam' on the Bay of Biscay (year unknown). Would oil on the water help in conditions like this? Pray to the heavens you never have to find out in person.

the surface."

"And oil can have less surface tension than water too," said the sailor with the dock cart and the friction theory.

The three of them argued the merits of these various theories for a few minutes while the boat owner disappeared below, then popped back up the hatch with an old book in his hands.

"Shall we defer to the experts on this?" he asked as he flipped the pages on an ancient copy of Knight's *Modern Seamanship*.

"The effect of oil in calming a rough sea," he read, "has been known from the earliest times, but only very recently has advantage been taken of it to any important extent, and a mass of evidence has been accumulated which leaves no possible doubt with regard to its utility."

"When was that published?" asked the crew, putting down his coil of new spinnaker guys.

"1918," he answered emphatically, as if the older sources are necessarily more reliable on things of this nature. "Ah, here it is," he read from the next page: "The action of the oil is not only to prevent the breaking of waves, but to a considerable extent also to prevent them from forming, and its effect when used on an angry sea is described by all who have tried it as magical."

"But it doesn't actually say why it works," I observed.

"I'll be right back," said the woman with the rigging wire. "Let's check another reference on this."

Meanwhile my friend with the dock cart continued to make the case for his low friction theory. "Look at what the wind direction does to the nature of waves breaking on a beach, for example. When the wind stress is reversed, the waves get steeper and break closer to shore, and have that smooth face that surfers like so much."

"But they still break," said his crew. "And how do you know if it's the wind friction on the water surface, or the wind resistance from the shape of the waves?"

At this point I excused myself for a moment and made a quick trip back to my own boat, which was just a few slips away, to retrieve my trusty 1958 edition of *Chapman's*. When I returned nothing had changed; the two sailors were still debating the effect of wind on surfers. I ignored them and began to read from *Chapman's*, after the index pointed me to the right page.

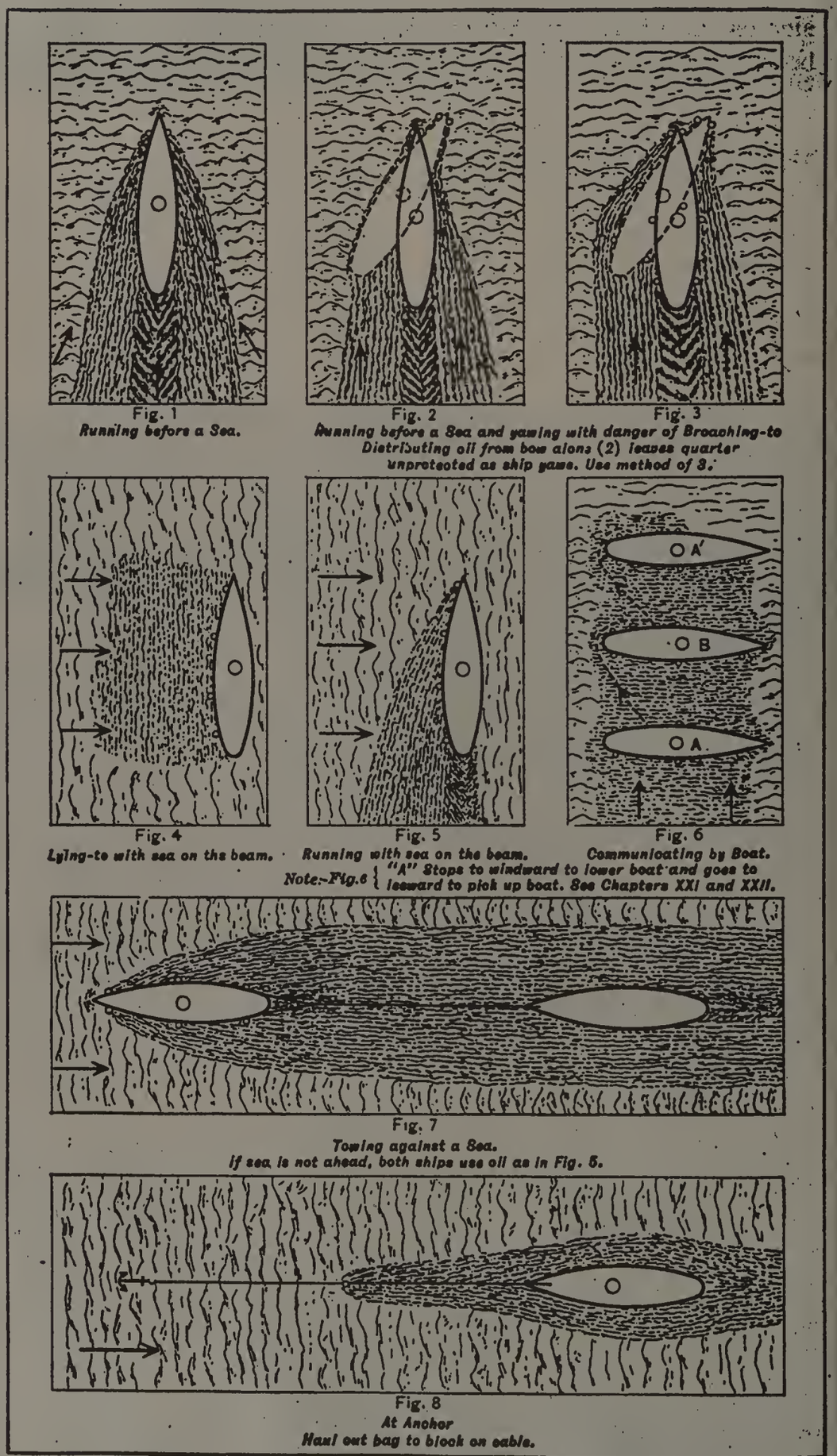


Fig. 1
Running before a Sea.

Fig. 2
Running before a Sea and yawing with danger of Broaching-to Distributing oil from bow alone (2) leaves quarter unprotected as ship yaws. Use method of 3.

Fig. 3

Fig. 4
Lying-to with sea on the beam.

Fig. 5
Running with sea on the beam.

Fig. 6
Communicating by Boat.

Note:-Fig.6 "A" Stops to windward to lower boat and goes to leeward to pick up boat. See Chapters XXI and XXII.

Fig. 7
Towing against a Sea.
If sea is not ahead, both ships use oil as in Fig. 5.

Fig. 8
At Anchor
Haul out bag to block on cable.

"Many experiences of late years have shown that the utility of using oil for the purpose of modifying the effect of breaking waves is undoubted."

But, like the other reference, there was no mention of the real mechanism of ac-

— OIL ON THE WATERS

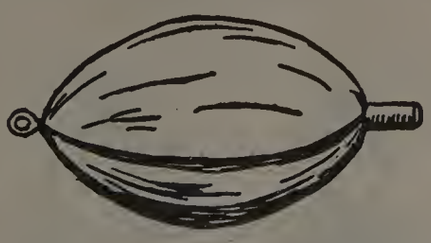
tion. So we asked the next person unfortunate enough to walk down our section of the dock.

This one was an engineer, owner of a small but very competitive ultralight. He was racing to Hawaii in the doublehanded division.

"It's elementary," he assured us when asked to explain the effect of oil on breaking waves. "It's not friction with the air, but friction with the immediately adjacent layers of water. When a wave begins to break, the flow in the top layers of the wave trip from laminar to turbulent, and the oil film is pulled under or covered over by new layers of water. The low viscosity of the oil allows the top layers of water to slide down the wave more easily, releasing wave energy with less turbulence. So the effect is smoother water and less energy available for wave breaking. By the way, does anyone have a swaging tool that I can borrow?"

It sounded good to me, but the friction theory advocate took issue with this explanation, pointing out that the mass of water that could slide on top of the now-submerged oil film couldn't possibly be enough to make any difference, and that it didn't begin to explain the 'slick' appearance of an oil film in non-breaking conditions. The surface tension advocate had his own reasons for disagreeing, claiming that some of the oils used are more viscous than water, not less.

"Let's see what Adlard Coles has to say," said the woman who had gone up the gangway. She'd returned from her car after detouring past the yacht club bookshelf and grabbing the club's copy of *Heavy Weather Sailing*.



Old tech: above, oil bag illustration from the 1958-59 'Chapman's.' Left, diagrams of various deployment strategies from the 1918 edition of Knight's 'Modern Seamanship.'

"Here it is: 'It has long been known that oil has a smoothing effect on heavy seas and tends to tranquilize or reduce breaking waves. The oil must be heavy.' See? It's the weight of the oil."

"But oil is lighter than water," noted the engineer.

"It's the surface tension and viscosity of the heavier grades of oil, not the weight," insisted the crew.

> *"Sperm oil is best, then porpoise oil..."*

"Anything in there that actually explains how it works?" I asked.

"No," she said after searching some more. "But it cites the Royal National Lifeboat Institution, and how all their boats are equipped with 'wave-subduing oil tanks' or bags in the case of the smaller boats."

Meanwhile the owner of the boat had found some more interesting advice in his old copy of *Knight's*. "'Sperm oil is best,' it says here. Then porpoise oil, but any animal or vegetable oil will do."

"Adlard Coles recommends fish oil," said the woman with the copy of that book, "and this is what's available in chandleries as storm oil."

"Be sure you don't slip on it," I warned.

"That's why I'm setting up the bag attachment details now," he said. "Getting the lanyards just right so when I hang it from the lifelines anywhere on the boat, it hangs below deck level. Depending on how the boat is riding, there are certain preferred ways to deploy the oil."

He showed us the relevant illustrations in his old copy of *Knight's*.

"Some of the books just recommend pumping it out through the head," said the surface tension advocate as he inspected the diagrams. "Or just leaving an oily rag in the sink."

The debate raged on, entrapping a few more passersby. More than one insisted that the whole thing was a myth and that oil has no effect whatsoever. Others had their own special theories of wave growth and wave breaking. Finally I spotted someone walking in our direction who could help.

Most of the people on the dock knew Lee Helm, a naval architecture grad student who was also helping to prepare a boat for the long race this summer. But we needed to be introduced to her friend, a young woman majoring in oceanography. I asked them about oil on water.

"Oh wow!" she exclaimed. "What a cool subject. I mean like, nobody seems to have this one right."

That's when the engineer repeated his 'elementary' analysis, adding a few more obscure technical details this time.

"For sure," teased Lee. "Proof by convective argument!"

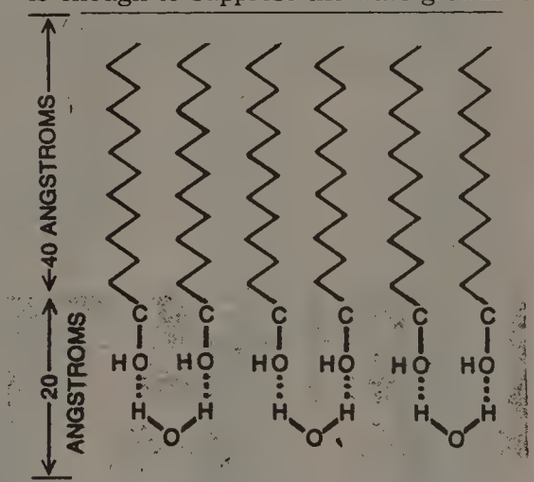
"Balderdash!" said the skeptic. "Oil doesn't do anything at all."

That's when Lee's friend directed our attention to the harbor. After a very calm morning, the seabreeze was just beginning to come up, and the water surface was barely roughened with a light breeze. She pointed to the long stripes of glassy calm water that seemed to be painted across the harbor, interrupting the pattern of the tiny wind ripples.

"What you're seeing are oil slicks of a sort," she said. "Organic films from marine life. See how that one starts at the edge of the breakwater and then streams downwind? Others are often the result of underwater wave motion or vertical circulation. Wherever there's downwelling, there's a higher concentration of the floating organic material left on the surface."

"But why does the oil suppress the waves like that?" I asked.

"Because it forms a film that absorbs energy from capillary waves," Lee said, "and for very small waves, the energy loss is enough to suppress the wave growth from wind stress."



New tech: the orientation of dodecanol molecules in a monolayer surface film. The polar OH groups at the lower ends are soluble and are attracted to water molecules, while the insoluble hydrocarbon chains project up from the surface.

"See, it's surface tension!" said the crew.

"It's like, a surface effect," corrected Lee, "but not really surface tension. Oil spreads out in a thin film, sometimes only a few molecules thick."

MAX EBB

"Some dispersants have been shown to even spread upwind in as much as 15 knots of wind," added her oceanographer friend.

"And to pull a thin film of oil apart absorbs energy. But it's not elastic — you don't get that energy back when the film contracts. When the surface stretches and contracts, energy is dissipated in heat. It turns out that this additional energy loss effectively damps out the horizontal motion of the surface water in small waves."

"Lee's got it right," said the oceanographer. "The damping, as a percentage of wave energy lost per second, is proportional to wave period to the minus two point five power. As a practical matter, this means that surface films will damp out waves with periods of about one second or less, or wavelengths less than about five feet."

"Why does it work so well in storm conditions, then?" asked the owner of the boat.

"What it does," explained Lee, "is to suppress all the wind waves that form in the immediate area of the oil slick. I mean, it can't have any effect on the big waves, except to make them look much smoother. So like, it can dramatically change the appearance of the sea surface, but the wave energy is still there."

"And the effect of oil on breaking waves?"

"It suppresses small whitecaps," said Lee.

"What about big waves?"

"When big waves break in deep water, it's a result of several different wave components coming together and adding up to make a wave that's too steep to remain stable. The energy levels involved are many orders of magnitude greater than anything that goes on in a surface film effect."

"Making oil essentially useless for suppressing large breaking waves!" said the skeptic.

"Look at it this way," explained the oceanographer. "Waves that would have been generated within the oil slick will be suppressed. But any large waves entering the slick from outside will be essentially unchanged. I've seen this myself from an oceanographic ship that went out to look at a large oil slick once. The water surface was very smooth, but the big waves were still breaking just as often as they were outside of the slick."

The wind friction advocate, however, was unconvinced.

"But doesn't the wind shear have some influence on when a wave breaks?" he asked.

"Over the long term, yes," said the oceanography student.

"And doesn't the small-scale smoothness of a surface have a big effect on its frictional resistance characteristics?"

"For sure," said Lee.

"So it seems to me," he said, "that even a large wave that's had its surface smoothed out by oil, because the small waves on it have been suppressed, will be subject to less wind shear and be less likely to break."

This touched off another long debate that seemed to go nowhere. Lee and the engineer tried to estimate how much of a change in surface roughness would be needed to actually change the wind force on each wave — while Lee's friend finally had to admit that it "would make a good thesis project."

"There's a discussion of this subject in the new edition of Van Dorn's *Oceanography and Seamanship*," noted Lee. "He concludes that the advantage of oil is mainly psychological — but then goes on to recommend dodecanol."

"That makes sense," said the engineer. "Decanol is also called lauryl alcohol, widely used in various chemical processes and in synthetic detergents, cosmetics and even in small quantities as a food flavoring. It's a 'dry surfectant' with 12 carbons. The OH group at one end is polar — and therefore water soluble — so I would guess that when it forms a film on water, the molecules all orient themselves on the surface with the OH down and insoluble hydrocarbon sticking straight up. Like very closely spaced blades of grass. I can see how this would maximize the energy absorbed when the surface stretches and bends."

Ultimately I fell back on a philosophical position: "I'm with Van Dorn on this one. When every reference on the subject has to start out by reassuring the reader that it really does work," I said, "I get suspicious!"

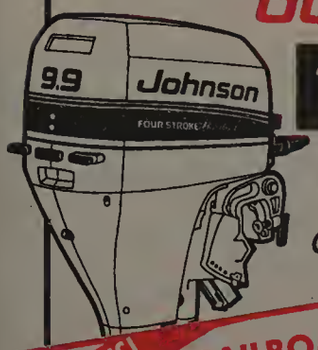
That's when yet another Hawaii racer came ambling down the dock, this one carrying a sextant case and a pile of charts and books.

"Oil bag!" he said, recognizing the device and how it was to be deployed. "Great idea. You know, there's very little doubt that they work wonders in breaking seas."

— max ebb

Editor's Note — There is surprisingly little written in modern times about the use of oil or other agents to calm rough waters. We'd be interested in hearing from anyone who has used, or witnessed the use of, oil or other calming devices and/or concoctions.

Johnson OUTBOARDS



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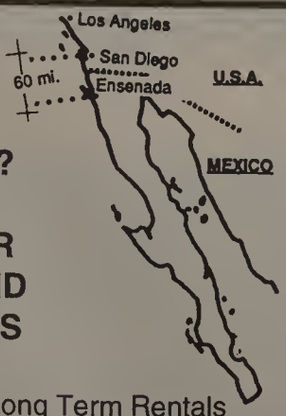

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1998 CREW LIST —

Got this call the other day. Guy says, "By any chance you heard anything more about the *Titanic*'s lifeboats?"

Now, we've gotten some strange calls over the years. But this one — if we weren't being had — was the front runner so far for 1998. We thought hard about the proper response, digging deep into our vast knowledge and summoning up our savage wit. "Huh?" we grunted.

"You know, the *Titanic*'s lifeboats. Ever since the movie, everyone's been going crazy trying to figure out what happened to the lifeboats after the ship sank. It's all over the internet."

We'd read somewhere that they were repainted and assigned to other White Star liners, but surely this guy knew that. So we started shuffling papers in front of the receiver as though we were riffling through files. "Lifeboats, lifeboats. . . ." we intoned. "Let's see, that would be right before 'Lost Arc of the Covenant' and 'location of the Lost Dutchman Mine'. Oh look, somebody misfiled the formula for cold fusion — *again*. . . "

"Nope, sorry," we continued. "No *Titanic* lifeboats. But we do have a bit of *Titanic* trivia here that we'll bet you didn't know."

"What?" he said, oblivious to the joke we'd just played.

"Frank Tower."

"Who's he?"

"Who's . . . well, here's something that'll keep you Web dweebs going for a day or two," we responded, hoping we could remember the whole thing. It had been years since we'd read it. "Frank Tower was a fireman in the engine room of the *Titanic*. He survived the sinking in 1912, and shipped out on another liner called the *Empress of Ireland*. In 1914, she collided with a Swedish freighter in the St. Lawrence and sank with the loss of over 1,000 lives. Frank Tower survived that one, too."

"Wow," he said.

"Wow is right, but not yet. The next ship he crewed on also sank, the very next year, again with a large loss of life. And he survived again!"

"This is beginning to sound familiar," he said. "What was the third ship?"

"*Lusitania*," we said, waiting for a whoop of revelation. Or something.

"You know, now that you mention it, I have heard that story," he said matter of factly. "It was never proven, and Tower's name wasn't on the crew lists of any of those three ships. It was a made-up story; helped people deal with all the ship sinkings in that era. You've been had."

Click.

Okay, okay, so maybe it was an early urban legend. But speaking of great crew stories and legendary events, welcome to the 1998 Cruising, Daysailing, Boat Swapping and Co-Chartering Crew List. (How's *that* for a segue?)

This is our big one, the list you've been waiting to see all through this cold, soggy winter. Through it, you can do just about any type of sailing you want in the coming months, unless it's racing. Except for the short addendum on these pages, that list ran last month. If you want to go racing, get ahold of a March issue.

As for the rest of you, what will it be? Daysailing with new friends, perhaps, followed by a barbecue at Angel Island? Or how about swapping the use of your boat with someone else's in another location — he uses yours for a week while you enjoy his. Or how about Co-Chartering: getting together with like-minded folks for a group charter in local or faraway waters. And who can forget cruising, saying goodbye to the rat race for a while and just heading over some far horizon? It's all here, folks, and it's deceivingly simple to make happen.

Say you're a boat owner who wants to cruise down south, maybe spend a few weeks cruising the Channel Islands as kind of a 'shakedown' for a possible Mexico cruise later in the year. Only problem is, you and your wife could use an extra hand or two to help run the boat. If you're on top of things, you would have sent in a Crew List form and your name will appear on these pages. Next to it will be a little bit about you, your boat and your plans (see the shaded boxes to understand the 'codes'), along with a phone number. People looking for cruising boats on which to crew will see that and call you, offering their services. You can also peruse the 'wanting to crew' lists, and select prospective crew that way, too.

That's all there is to it. If you're looking for a boat on which to crew, just reverse the process. Whether it's crusing, daysailing, boat swapping or co-chartering; whether you own a boat or not, there's a category in this Crew List for you.

This process has put together thousands of crews over the 15 years we've been doing it. Most of them that 'wrote home' told us nice things about their various experiences. Some said it changed their lives. Some — to the head-scratching of friends and family — quit good-paying jobs they didn't like to pursue low-paying ones in sailing that they did like. Some even got married — and *thanked* us for it.

Of course, not everyone lives happily ever after. Less savory

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CREW PARTY DIRECTIONS

Encinal YC — Exit Highway 880 at 23rd Avenue and proceed west, toward the Bay. (If you're coming from the south, you'll have to make a U-turn and cross back over the freeway at the first available opportunity. Cross the Park Street Bridge. At the second light past the bridge — Buena Vista — turn right. Go ½ mile and make a right on Sherman. Go over the railroad tracks and make a right on Triumph. Go to the end of the block. The Oakland YC will be right in front of you, with the Tied House Brewery on your left. Turn right and continue to the end of the parking lot. Encinal YC is on your left.

Corinthian YC — Exit Highway 101 at the Tiburon/East Blithedale turnoff. Proceed east, toward the Bay all the way to downtown Tiburon, about a 10-minute ride. When you get there, turn right on Main Street. There is a pay parking lot (maximum, $8) to your right at the end of the block. Park there (or good luck finding parking on the street). The entrance to the Corinthian YC parking lot is directly across the street from the pay lot toll booth. The club is at the far end.

RACING CREW LIST ADDENDUM

We interrupt this broadcast to bring you the following Crew Listees, who like Mel Gibson in *The Road Warrior* became lost for a time, wandering the great wasteland. (All right, fine: they got misfiled with all the crew forms for this month's list.) We apologize to all concerned, and hope any race boats or crew not yet committed for the season will give these folks a call.

"WANT CREW" CODE (racing)

I/WE PLAN TO RACE

1) San Francisco Bay
2) Monterey/Santa Cruz
3) Ocean Series
4) 1998 Pacific Cup
5) Coastal Race(s)
6) Mexico Race(s)
7) Baja Ha-Ha Cruisers' Rally (November)
8) Other_____

a) Handicap
b) One Design
c) YRA season
d) Specialty events or occasional YRA
e) Beer Cans
f) Anything/Everything

I/WE WANT CREW

1) Who will consistently put our 100% for the chance to get experience, and won't complain when cold, wet or scared silly.
2) With at least one **full** season of racing experience
3) With more than three years experience
4) Willing to do occasional maintenance/repairs
5) Willing to do occasional lunches/galley duty

I/WE RACE

1) Casually. Winning is nice, but let's keep it fun
2) Pretty seriously. Why else make the effort?
3) Very seriously. I/we don't like to lose.

MEN LOOKING FOR RACING CREW

David Demarest, 46, (415) 485-0789, Santana 22 ..... plans 1cde/wants 3/races 2.

Mike Grimm, 39, (530) 544-4014 or mgrimm@juno.com, 24' Martin 242 ..... plans 1a midwinter, 8 (Tahoe in summer)/wants 2/races 1.

COUPLES LOOKING FOR RACING CREW

Bill & Myriam Chapman, 61/59, (510) 820-1437 or latin_lass@compuserve.com, Catalina 27 iB ..... plan 1,3a,8 (OYRA series)/wants 1/races 2.

MEN TO CREW ON A RACING BOAT

David Demarest, 46, (415) 485-0789 ..... wants 3,5/prefers 2/exp 4f/will 3,6,7.
John McNamara, 31, (415) 281-5061 ..... wants 1/prefers 1,2,3 (one design)/exp 4cg/will 3,4,5,6.
Garry McGuire, 27, (415) 441-6650 or (408) 285-9997 wk ..... wants 1/prefers 2/exp 1a/will 5,6.
Gary Ryan, 44, (707) 576-1755 or gryan@foundations.com ..... wants 1,2,3,4,5,6/prefers 2/exp 3ab/will 3,6,7.
Larry Zarembinski, 39, (510) 482-5983 ..... wants 1,2,3,4,5/prefers 1,2/exp 4def/will 3,5,6.
Mark Vis, 30, (510) 795-7657 or mvis@swspectrum.com ..... wants 4,5/prefers 2/exp 3dfg (Carib passage)/will 1,2,6, assist w/nav.
Michael Gardner, 31, (510) 672-8958 ..... wants 1,3,4/exp 3bg/will 2,3,6.
Mike Grimm, 39, (530) 544-4014 or mgrimm@juno.com ..... wants 1,5/prefers 1/exp 3cg (boat owner).
Mike Hibbetts, 34, (510) 864-8584 ..... wants 4/prefers 1,2,5/exp 4ef/will 1,2,3,5,6.
Pete Johnson, 23, (805) 771-8714 or 353 Quintana Rd., Morro Bay, CA 93442 ..... wants 4/prefers 1,2/exp 2a/will 1,2,3,6,7.
Peter Muny, 42, (415) 456-1497 ..... wants 1,3,4,5,6/prefers 1,2,3 (505, 114),4/exp 4cg (15 yrs Great Lakes, FL, East Coast)/will 3,5,6.
Rick White, 48, (415) 668-5990 ..... wants 1/prefers 5/exp 3cdg (35 yrs sailing, 20 yrs multihull incl. Hi & Carib)/will 1,2,4,6,7.
Robert O. Soleway, 55+, (415) 381-3147 ..... wants 1,2,3,4,5,6/prefers 2/exp 4fg (30+yrs fishing NoPac, Bering Sea)/will 1,2,3,4,6,7.
Roger Groh, (415) 352-0678 ..... wants 3,4,5,6/prefers 2/exp 3,4dfg (owns J/24)/will 2,4,5,6.
Roy Curry, 51, (415) 456-2114 ..... wants 1/prefers 1,2/exp 2bg (sailed at college)/will 3.
Tim Molenaar, 33, (206) 306-8466 or tmolenaa@overlakehospital.org ..... wants 3,4/prefers 2/exp 3c/will 3,5,6, massage therapist.
Tom Perry, 52, (209) 474-179..... wants 1,2/prefers 1,2,4/exp 3bdg (dinghy sailing)/ .....will 1,6
Tom Rieser, 33, (510) 376-5367 or (510) 801-7132..... wants 1,2/prefers 1,2,4/exp 1b/will 1,6.
Tyler Harden, 30, (408) 421-3737 or tiggerme2@yahoo.com.....wants 1,2,3,4,5/exp 2d/will 1,2,6.

TO CREW" CODE (racing)

I/WE WANT TO RACE

1) San Francisco Bay
2) Monterey/Santa Cruz
3) Ocean Series
4) 1998 Pacific Cup
5) Coastal Race(s)
6) To Mexico (Nov.)

I/WE PREFER

1) Boats under 30 feet
2) Boats over 30 feet
3) Specific class or design: _____
4) Dinghies
5) Multihulls

MY/OUR EXPERIENCE IS

1) None
2) A little
3) Moderate
4) Mucho

a) Less than one full season
b) Little or no racing, but lots of cruising and/or daysailing
c) I have out-of-area racing experience, but am unfamiliar with local conditions
d) One or two **full** local seasons
e) One or two long-distance ocean races
f) Years of Bay and ocean racing
g) Other pertinent experience: _____

I/WE WILL

1) Help do the bottom, maintenance — anything
2) Play boat administrator, go-fer
3) Go to the masthead to retrieve halyard at sea
4) Navigate, I've got lots of experience
5) Do foredeck, I've got lots of experience
6) Do grinding, I've got muscle
7) Do lunches/provisioning

WOMEN TO CREW ON A RACING BOAT

Brooke, 23, (415) 626-2123.....wants 1,3/prefers 1,3 (Snipe or Scow)/exp 3cg (yrs in NY State/Canada circuit)/will 1
Karen, (707) 745-7300 or KKrumrei@aol.com..... wants 1,5/exp 2d/will 1,7.
Leigh, 49, (510) 987-9223. wants 1,3/prefers 1,2/exp 2,3abg (cool in emergencies on boats 15'-50')/will 2,7.
Lisa Bibbee, 23, Box 252, Monterey, CA 93942...wants 1,2/prefers 1,2/exp 1bg (sails almost daily on 40' Hinckley, new owner Columbia 24)/.....will 1,2,3,5,6,7.
Lynne, 45+, (510) 769-8466 or lynneoj@ix.net.com ..... wants 1/prefers 2,5/exp 3fg (reliable, cooking)/will 6,7.

incidents have also occurred, most involving personality clashes. Although to our knowledge no permanent injury has resulted from Crew List associations, we do ask that the ultimate decision to crew aboard a boat, or take individuals aboard to crew, be your own. In that light, please read and acknowledge the disclaimer in the gray box at the top of the preceding page before using the crew list.

That said, you do not need to be on the Crew List to use it. Even if your name doesn't appear on these pages, you can still join in. It'll just be one sided is all — you'll be doing all the calling instead of having people call you, too. That's still better than sitting on your duff this summer watching *Seinfeld* reruns.

Both boat owners and potential crew should write out a list of questions they intend to ask and specific 'wants' they have. These would have to do with specific duties aboard, how much (if any) nonsailing upkeep might be required, responsibility for lunches, how much of his/her own gear a crew should bring, and so on. These Q&A sheets will obviously be longer and more detailed for those planning long cruises than daysails.

When you write out the questions, leave blank spaces between each. The extra room is for jotting down answers. When you're done, run off a dozen or so copies of the question sheet(s). When you make or receive a call, pull a fresh sheet from the stack and write the person's name on the top *before you do anything else.*

By scribbling down each person's answers on one sheet, it's much easier to remember who said what. Take it from us, if you just start interviewing people and not writing down at least key thoughts from each, by about the sixth or seventh call, they'll all start running together. We've been there.

Another advantage to having your name listed here is that you get in free to the Crew List parties. Actually, these have always been more like friendly, low-key get-togethers among friends than swinging-naked-from-the-chandelier deals. And for a very good reason: we don't want anyone to feel intimidated about coming to one. So even if you don't score a boat or crew on your first few calls, plan to come by the Encinal YC on April 7, and/or the Corinthian YC on April 9. Both parties run from 6 to 9 p.m. We'll have the usual munchies and T-shirts, and the clubs will run their usual no-host bars.

If your name appears here, you get into the party for free. If it doesn't, you're still welcome, but it'll cost you $5 a head to get in. And please try to have exact change. Ordinarily, the lovely Crew Listettes who work the parties are paragons of virtue and friendliness. But we still have nightmares about what they did to that guy who handed over a $100 bill and asked for change.

The Crew List parties perform a couple of important functions in the overall scheme of things. First, they offer a friendly neutral ground — if you need it — for the first meeting between a skipper and new crew. Secondly, they offer one more chance for skippers or potential crew to hook up with one another. Everyone who comes to the parties gets issued a color-coded name tag. That way, everyone can instantly tell if the wearer is a boat owner looking for crew or a crew looking for a boat, as well as what type of sailing you're interested in doing. (Note that the Crew Parties attendees will also include participants from last month's Racing Crew List.)

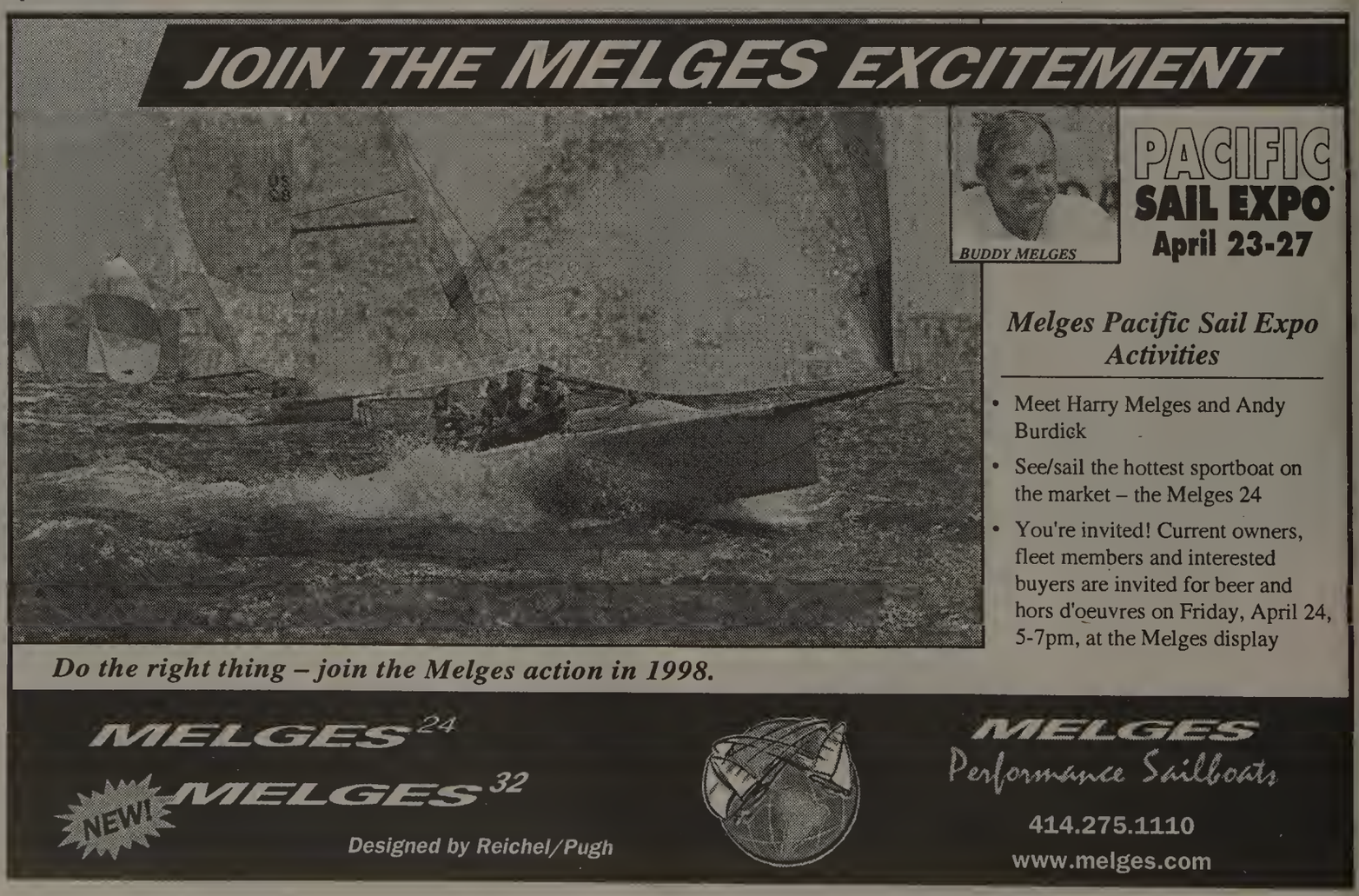
Now for a medley of our greatest tips, plus a couple new ones:

• Make your calls during waking hours — no earlier than 8 a.m. and no later than 10 p.m.

• If you're looking to crew, be realistic about the commitment involved. Even daysailing often starts early and almost always ends later than you think (the 'time flies when you're having fun' principle). Cruising, of course, requires you to put your life ashore on hold for long periods of time. Plan accordingly.

• Be honest. Don't try to BS your way onto or around a boat. If you don't know what you're talking about, someone who does will recognize it instantly. As we've said for years, a lack of experience is not necessarily an impediment to your goal. Many seasoned skippers actually *want* a few crewmembers with little or no experience because they're easier to teach the skipper's way of doing things. Besides, if you misrepresent yourself, your first sail will likely be your last anyway.

• Don't be an age bigot when it comes to choosing a boat or crew. There's as much to be said for the steady hand of experience as the strength and exuberance of youth. And the



steady hand of experience usually brings better music. Give everybody a chance.

• If you're a man, for pete's sake, don't be a jerk to any of the women on the Crew List. (Many of them have chosen to list themselves by first name only in the event any jerks disregard this notice.) Don't tell them moronic things like "Sex is required" to crew on a boat — an actual quote, we're sorry to say. On the other side of the coin, we've seen some of you women come to the Crew Parties dressed to kill a lot more than time. So please, everybody, leave the hormone thing for another time and place.

• We've been asked to address the issue of shyness, particularly for people attending the crew parties. We're talking now to the people whose 'assertiveness training' courses were as worthless to them as they were to us.

A couple of suggestions. The first is to bring a friend, because it's always easier to walk up and start talking to somebody when you have some moral support. It would help if the friend is at least somewhat interested in sailing, and even better if he or she was willing to take part in the Crew List. The second suggestion: heed the words of Janis Joplin, who we once heard say, "Behold the turtle. The only time he ever makes progress is when he sticks his head out." In other words, just go for it, take charge, be bold.

• One final bit of advice. If you boat owners happen to run into any potential crew by the name of Frank Tower, think twice before inviting him to sail with you. Urban legend it may be — but why take the chance?

CREW LOOKING FOR CRUISING BOATS

MEN TO CREW ON A CRUISING BOAT

Al Bowland, 58, (415) 331-8742 ..... exp 2c/wants 1,2,3,4,5,7,8,9/offers 1,3,4,7.
Art Urbin, 46, (408) 985-2107 or www.art@urbin.com ..... exp 4/wants 1,2,3,4,5,6,7,8,9/offers 1,2,3,4,7.
Benquet-Begelman, <40, (408) 235-6766 ..... exp 3/wants 1,2/offers 5b (French).
Bill Nichols, 65, (505) 662-4227 ..... exp 2b/wants 1,2,3,4,5,7/offers 1,3,4,7,8 (US Sailing 'Basic Cruising').
Charles S. Rebert, 60, (650) 365-9357 or drsoar@aol.com ..... exp 3/wants 1,2,3,4,5,6,7,8,9,10 (all)/offers 1,2,3,4,7,8 (coastal nav, scuba).
Dan Garr, 50, (408) 426-4575 or dangarr@aol.com ..... exp 3,4/wants 5,6,7,8,9/offers 1,3,4,5b (French, Indonesian),6,7.
David Lombard, 37, (408) 477-1518 ..... exp 2/wants 1,2,4,5,6,7,8,9/offers 1,2,3,4,7,8 (navigation).
Don Bojnowski, D.C., 37, (209) 723-6386 or don@elite.net ..... exp 1,2/wants 4,5,7,8/offers 1,3,4,6,7,8 (chiropractor, massage, humor).
Donald M. Rosenthal, 50s, (415) 921-1203 ..... exp 4/wants 4,5,6,7,8,9/offers 1,7,8 (nav, ex-airline pilot).
Don Pitts, 53, (915) 778-5561 ..... exp 3/wants 2,3,4/offers 1,3,4,7.
Don Roberts, 27, (510) 666-9933 or roberts@nuc.berkeley.edu ..... exp 3/wants 1,2,3,4,5,7,9/offers 1,2,3,7.
Eben 'Wolf' Sieckert, 63, (408) 557-8849 ..... exp 1/wants 1,2/offers 2,3,4,7.
Edwin Marty, 26, (408) 423-9171 . exp 4/wants 4,5,10 (Aus, NZ)/offers 1,2,3,4,5,7.
Gary Ryan, 44, (707) 516-1755 or gryan@foundations.com ..... exp 3/wants 1,2,4,5/offers 7,8 (good all-around sailor).
Grant Kimbell, 25, (707) 822-7627 or after 5/98: (805) 682-1001 ..... exp 2c/wants 4,5,10 (Cook Islands)/offers 1,2,3,4,5a,7,8 (communication, meteorology).

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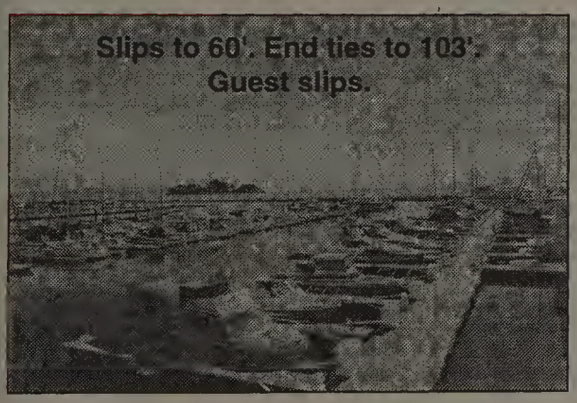

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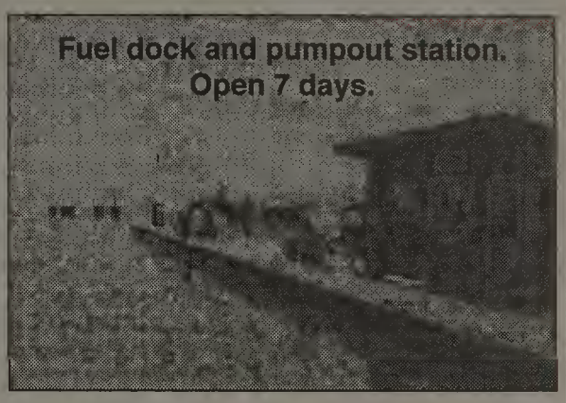

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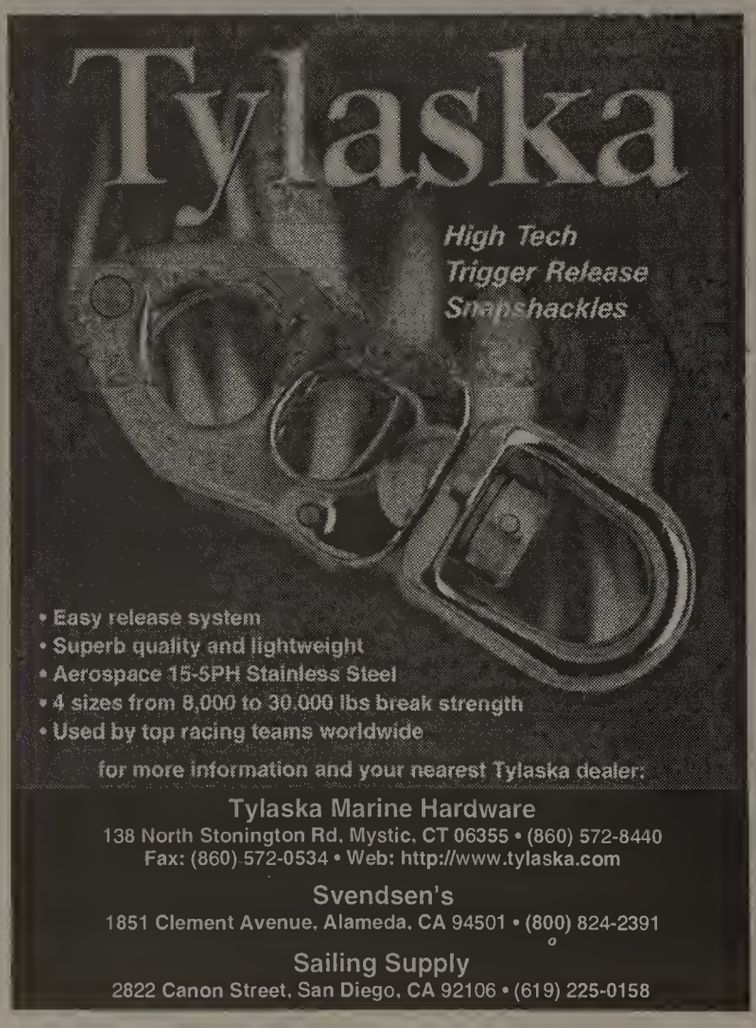
1998 CREW LIST —

MEN TO CREW, CRUISING — cont'd

Henry Lotz, 42, (707) 224-6220 ..... exp 3/wants 1,2,4,6/offers 2,3,7.
Herb Clark, 55, (530) 891-4372 ..... exp 3/wants 4,7,8/offers 1,2,3,4,7,8 (photography/nav).
Jack Mahoney, 28, (415) 331-1926 ..... exp 3/wants 1,3,4,7.
Jean-Marc Rolland, 45, (541) 547-3198 ..... exp 3/wants 5/offers 1,4,5ab (French),7,8 (scuba, Ham).
Jeff Moore, 55, (408) 985-6457 ..... exp 3/wants 4,7/offers 1,5a,7.
Jim Hardie, 39, (916) 483-2012 ..... exp 3/wants 5/offers 7.
Jim Pedersen, 24, (530) 242-9273 ..... exp 2a/wants 1,2,3,4,5,6,7,8,9,10 (Aus/NZ)/offers 3,4,5a,7,8 (vegetarian chef, structural engineer).
Joel Waldman, 69, (650) 856-1317 or joelw@slip.net...exp 4/wants 9/offers 1,2,3,4,7.
John Bell, 52, (619) 226-0964 or fax (619) 222-1185 ..... exp 4/wants 4,5,6,7,8,9/offers 2,3,4,5ab (French),7,8 (teaches celestial & Spanish).
John Ford, 62, (805) 962-7069 ..... exp 4/wants 4,5,7,8,9/offers 2,4,7.
John Hunter, 50, (619) 226-0714 ..... exp 2c/wants 4,5,6,7,8,9/offers 3,4,6,7.
John Kelletich, 51, (510) 779-1715 ..... exp 2c/wants 1,2,4,5,6,9/offers 2,3,7,8 (power boat owner).
John Ludeman, 40, (707) 645-1701 ..... exp 3/wants 1,2/offers 2,7.
John Meeks, 47, (408) 475-5896 ..... exp 2b/wants 2/offers 2,3,4,7.
John Vivian, 42, (510) 620-0336 or (415) 561-5967 x149 ..... exp 2b/wants 1/offers 3,4,7.
Jon Bannister, 58, (510) 837-3391 ..... exp 2/wants 3,4/offers 1,3,7,8 (15 yrs boating exp).
Jose L. Vargas, 50, 011 52 617 63246 (Ensenada) ..... exp 1/wants 3,4,5,9/offers 1,2,4,5a,7,8 (carpentry).
Larry Nichols, 52, (814) 663-4105 ..... exp 1,2c/wants 4,5,7,8,9/offers 1,3,4,7.
Larry Silver, 61, (818) 988-7526 ..... exp 3/wants 4,5,6,7,8,9/offers 1,2,3,4,7,8 (lic. 100-ton power & sail; knows Mex waters).
London Hoft, 30, (510) 547-4755 ..... exp 2a/wants 1,4,5/offers 3,4,7.
Mark Kuttig, 39, (760) 376-1794 ..... exp 1/wants 3,4,5,6,7,8/offers 4,6,7.
Martin McGrath, 55, (415) 431-2260 ..... exp 3/wants 4,5,6,10/offers 1,2,3,4,7.
Matthew Hock, 39, (510) 525-4952 ..... exp 3/wants 4,5,6,7,8,9/offers 1,2,3,4,7,8 (nav).
Michael O'Connor, 41, (510) 527-5327 ..... exp 3/wants 1,2,3,4,5,6/offers 1,2,3,4,6,7,8 (scuba).

MEN TO CREW, CRUISING — cont'd

Mike Carlson, 30, (650) 694-4713 or mcarlson@ihot.com ..... exp 2a/wants 1,2,5,7/offers 3,7.
Mike Foss, 58, (650) 364-8001 or mike@slac.stanford.edu ..... exp 3/wants 1,4,multihull/offers 1,3,7,8 (steering, sail trim).
Mike Price, 22, (619) 222-4529 ..... exp 2c/wants 9/offers 3,4,5a,7,8 (scuba cert).
Mike G.A. Iven, 25, (510) 686-2917 or Mikelven@hotmail.com ..... exp 2/wants 1,2,5/offers 1,2,3,4,5b (German, French),6,7,8 (friendly, open minded).
Patrick R. White, 48, (408) 462-6749 ..... exp 2b/wants 1,2/offers 3,7.
Paul Ban, 20, (408) 641-0234 or 242 Lobos Ave. Apt. D, Pacific Grove, CA 93950 ..... exp 2/wants 4,5,7,8,9/offers 2,3,4,5a (poco),6,7,8 (surf, enjoy ocean).
Paul Berggren, 29, (415) 648-2099 ..... exp 2/wants 1/offers 1,5b (Japanese, German, Hebrew),7.
Peter Muny, 42, (415) 456-1497 ..... exp 3/wants 4,5,7,8,9/offers 2,4,6,7,8 (marine carpenter).
Rich Kerbavaz, 45, (510) 654-2747 ..... exp 3/wants 3,4,5,9,10 (Baja Ha-Ha)/offers 1,2,3,4,5a,7,8 (2x Baja vet).
Rich Lusser, 56, (530) 582-9379 (Truckee) ..... exp 4/wants 4,5,7,10 (Chile, S. America)/offers 1,2,3,4,5ab (German),6,7,8 (nav, celestial).
Rick Weber, 46, (650) 365-9376 ..... exp 4/wants 5,6,7/offers 1,2,3,4,7,8 (music, welding).
Robert, 32, (650) 615-2401 ..... exp 3/wants 1,2,3,4,5,7/offers 2,3,4,5a,7,8 (fiberglass & wood).
Robert L. Cartwright, 56, (510) 522-6277 or pager (510) 807-3309 .... exp 4/wants 4,5,10 (Central America, Far East)offers 1,2,3,7,8 (nav, scuba, pay my own airfare).
Robert Drews, 39, (707) 824-8997 ..... exp 3/wants 3,4,6,10 (San Blas Islands)/offers 1,2,3,4,7,8 (divemaster, EMT).
Robert Murphy, 49, (408) 728-1585 ..... exp 4/wants 9/offers 1,2,3,7.
Robert O. Soleway, 55+, (415) 381-3147 ..... exp 4/wants 1,2,3,4,7,9/offers 1,3,4,7,8 (exp seamanship, architecture/cabinetmaking).
Robert Morse, 57, (510) 881-7600 ..... exp 3/wants 1,2,3,4/offers 1,3,7.
Robert Wilson, 54, (650) 961-6869 or robertew@gte.net ..... exp 3/wants 5,7/offers 1,2,3,4,5a,7.
Ron Richardson, 55, (510) 235-2175 or (510) 466-9758 ..... exp 2/wants 1,2,4/offers 1,2,4,7,8 (works well with people).
Russ Dodd, 42, (510) 889-0409 ..... exp 1/wants 9/offers 1,2,4.



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"WANT TO CREW" CODE

SAILING EXPERIENCE:

1) None, but I'll do anything within reason for the chance. I understand that from time to time I'll probably get cold, seasick, mad at the owner and wish like hell I was anywhere but on the boat. I'm still game
2) Some. At least **a)** 5, **b)** 10, **c)** 20 sails on the Bay or equivalent while being active and suffering the normal cuts, bruises and hollering
3) Moderate. Several years active crewing on the Bay or equivalent, or at least one long coastal or trans-ocean trip
4) Lots. Several long ocean passages

I / WE WANT TO CRUISE:

1) SF Bay and/or Delta
2) Monterey Bay
3) Southern California
4) Mexico this fall/winter
5) Hawaii and/or South Pacific
6) Pacific Northwest or Alaska
7) Caribbean
8) Mediterranean
9) Anywhere warm
10) Other destination(s)_____

I / WE CAN OFFER:

1) At least a month of shared expenses
2) Mechanical skills: engine, electronics, refrigeration, etc.
3) Elbow grease for bottom work, varnishing and upkeep
4) Cooking and cleaning skills
5) Language skills — I'm reasonably conversant in **a)** Spanish; **b)** Other(s):_____
6) Ornamental skills — I look good in a bikini/speedo
7) Personality skills — I don't get pissed when awoken at 3 in the morning and can maintain a sense of humor in most situations
8) Other skill(s):_____

Russ Mount, 65, (510) 228-8689 ..... exp 3/wants 4/offers 1,3,4,5a,7,8 (nav,coastal piloting).
Steve Small, 40, (508) 660-0275 or ssmall@crossroads.com ..... exp 4/wants 4,5,8/offers 1,2,4,8 (USCG lic.).
Tim Dick, 38, (650) 329-8929 or telebyte@aol.com ..... exp 3/wants 4,5,7,8,9/offers 1,2,3,4,5b (French),6,7.
Tim Jacks, 53, (510) 547-7107 .... exp 2a/wants 1,2,10 (Tomales Bay)/offers 2,3,7.
Troy A. Baker, 39, (916) 522-2350 ..... exp 2/wants 1/offers 2,3,4,7.
Tyler Harden, 30, (408) 421-3737 or tiggerme2@yahoo.com ..... exp 2c/wants 1,2/offers 3,7.
Warren Webb, 59, (707) 464-1620 or 240 W. Cooper St., Crescent City, CA 95531 ..... exp 3/wants 4,5,6/offers 3,7.
William Andersen, 59, (408) 733-6300 ..... exp 3/wants 1,2/offers 8 (nav).

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1998 CREW LIST —

WOMEN TO CREW ON A CRUISING BOAT

Ann, 45, LHJZ42A@prodigy.com ..... exp 3/wants 1,2,9/offers 3,7,8 (racing).
Arlene Ryan, 63, (530) 244-4737 ..... exp 2c/wants 4,5,7,8/offers 1,4,5a,7.
Beverly, 40, (714) 499-5710 ..... exp 2c,3/wants 3,4,5,7,8,9,10 (the world)/offers 1,3,4,5b (some French),6,7,8 (divings, underwater photography, writing).
Bobbi, 45, (916) 655-3591, fax (916) 655-3595 or crewbabe@hotmail.com .. exp 4/wants 4,5,6,7,8,9,10 (world)/offers 3,4,5a,7,8 (scuba, humor, intelligent conversation).
Claudia, 48, (808) 826-6405 or amadeus@aloha.net ..... exp 4/wants 5,7,8,9,10 (circumnav)/offers 1,4,5b (German, French),6,7,8 (sail repair, communication, resourceful).
Diane, 40, (415) 455-9211 ..... exp 3/wants 1,2,3,4,5,6,7,9/offers 1,3,4,7,8 (racing tactician).
Glenys, 43, fax (650) 961-8880 ..... exp 4/wants 1,2,3,6,7/offers 1,3,4,7.
Gretchen, 39, (415) 550-1548 ..... exp 2c/wants 1,4/offers 7,8 (enthusiastic, level headed).
Heather O'Neal, 31, 011 341 542-9770 or Plaza del Conde de Toreno 2 Apt. 3-I 28015 Madrid, Spain or asmcc@redestb.es...exp 1/wants 1,2,3,4,5,6,7,8,9,10 (anywhere)/offers 1,3,4,5ab (Hungarian, Nepali), 6,7,8 (quick learner, self-motivated).
Jaime, 36, jaimemike@hotmail.com ..... exp 2c/wants 1,2,4/offers 4,7.
Jan, 40, (415) 332-7821 ..... exp 3/wants 1,2,3,4,5,7/offers 4,5a,6,7,8 (swim with dolphins).
Jan, 48, (510) 835-4444 ..... exp 3/wants 1,2,4,5,9/offers 3,4,6,7.
Jane Penhrligen/Alison Bies, 38/34, (510) 339-1727 or (510) 653-8886 ..... exp 1,2c/wants 1,2/offers 4,7.
Jeannie, 49, (305) 643-3958 ..... exp 2 (has owned 2 sailboats)/wants 3,5,7,8,9,10 (Englad, France, Spain)/offers 1,3,4,5b (French),7,8 (sewing, yoga teacher, photography, poet).
Jenne Holmgren, 45, (650) 988-8869 or (408) 930-2011 or jenneh@earthlink.net ..... exp 3,4/wants 4,5,7,10 (Turkey, Greece)/offer 2,3,4,5b (French),7,8 (enthusiasm, good humor).
Jinny, 47, (510) 340-4426 ..... exp 2b/wants 1,2,3,4,6/offers 3,4,5b (Dutch),7,8 (willingness).
Joanne Hoffman, 39, (650) 872-8460 ..... exp 2/wants 1/offers 4,7.
Joyce, 49, (415) 289-7954 exp 2/wants 1,4,5,7,8,9/offers 1,3,4,5,6,7,8 (scuba cert).
Kate Stewart, 18, (425) 649-8962 or 16919 SE 39th St., Bellevue, WA 98008 ..... exp 3/wants 4,5,7,9/offers 4,5a,6,7,8 (nav/GPS, Ham lic.)

WOMEN TO CREW, CRUISING — cont'd

Katherine Ullman, 50, (510) 254-1660 or Ullmank@aol.com ..... exp 3/wants 5,7,8,9/offers 1,3,4,7,8 (provisioning).
Kayla, 50s, fax 011 521 133 0828 (Baja) ..... exp 2b/wants 4,5,6,7,8,9/offers 1,3,4,7,8 (Ham lic.)
Lauren, 23, c/o Steve (425) 670-8627 ..... exp 1/wants 4,5,7,8,9/offers 3,4,6,7.
Linda Yazell, 55, (510) 226-6455 or (800) 763-9227 or lyazell@ix.netcom.com ..... exp 1/wants 2/offers 4,7,8 (strong, in pretty good shape).
Linda, 50s, (714) 843-9855 ..... exp 3/wants 3,4,5,7/offers 3,4,5a,6,7,8 (nav).
Lisa, 24, (707) 644-9008 or groovn@tdl.com ..... exp 1/wants 1,2,3,4,5,6,7,8,9,10 (Africa)/offers 3,4,6,7,8 (adventurous skills).
Lisa Bibbee, 23, Box 252, Monterey, CA 93942 ... ...exp 2c/wants 4,5,7,8,9,10 (the world)/offers 3,4,5b (French),7,8 (fast learner; sailing ability, knowledge & refs).
Lori Kolmodin, 29, (510) 814-2879 ..... exp 2a/wants 1,2,3,4,5,7,8/offers 1,3,4,7.
Lorraine, 37, barrabee@earthlink.net ..... exp 2b/wants 1,2,4/offers 4,7.
Lynne, 45+, (510) 769-8466 or Lynneoj@ix.net.com ..... exp 4/wants 1,2,8/offers 1,4,7,8 (photography, hostess, fun).
Mabelle, 53, (408) 375-2408 or mabelle@compuserve.com ..... exp 4/wants 4,7,8,9/offers 5ab (several),7,8 (sailing, ocean, communication, cultural, intellectual).
Maria, 49, (415) 381-0123 ..... exp 2c/wants 1,4,8.
Michele Parker Sanchez, 30, (341) 448-7655 or asmcc@redestb.es ..... exp 1/wants 4,7,8,9/offers 1,3,4,5a,6,7,8 (quick learner, self-motivated, taking sailing course in spring).
Nancy Reilly, 40, (510) 527-1889 x343 ..... exp 2/wants 4,5,7,9/offers 3,4,5a,7.
Rachel Harris, 26, (510) 485-5358 ..... exp 2a/wants 1,2,3,4,5,6,7,8,9/offers 3,4,5b (German, Norwegian),6,7,8 (comic relief).
Renee, 40+, (510) 532-1935 ..... exp 3/wants 1,2,3,4,5,7,8,9,10 (Greece, Turkey)/offers 1,3,4,5a,7.
Renee, 46, renee@uponair.com or Box 2430-233, Pensacola, FL 32513 (lives in SF Bay Area) ..... exp 2c/wants 1,4,5,7,8,9/offers 1,3,4,6,7,8 (medical skills).
Sharon Skolnick, over 40, (415) 457-8137, (415) 788-3666 (wk M-W), (415) 721-0330 (wk Th-F) or VISIGRAF@aol.com...exp 2b/wants 1,2,3,4,5,6,7,8,10 (S. America, SoPac)/offers 1,4,5a,6,7,8 (intelligent conversation, wise silence, wit).
Sharon Stambaugh, 44, (415) 255-8305 .....

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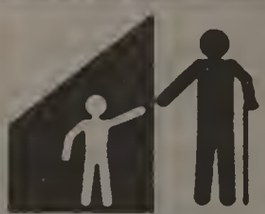

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WOMEN TO CREW, CRUISING — cont'd

..... exp 2b/wants 1,2,3,10 (anyplace schedule permits)/offers 3,4,7.
Su Brodsky, 32, (415) 380-9623 or sailorsu@concentric.net ..... exp 4/wants 1,4,5,9,10 (PacCup)/offers 3,4,7,8 (45,000 offshore miles, photo journalist, scuba).
Susan, 50, (510) 524-7939 or EBTZ@aol.com .....
..... exp 2c/wants 1,9/offers 1,4,5ab (French),7.

COUPLES TO CREW ON A CRUISING BOAT

Barry & Sue Swackhamer, 50+, (408) 365-3979 or swacks@worldnet.att.net.....
..... exp 2c,3/want 4,5,7,8,9/offer 1,3,4,7.
Claudette & Dan Miller, 54/44, (619) 271-9501 ... exp 3/want 5,9/offer 2,3,4,5ab,7.
Ev Jones & Kit Frush, 70/64, (408) 653-6484 .....
..... exp 3/want 4,5,7,8,9/offer 1,2,3,4,7.
Gilbert & Naomi Ratcliff, 59/60, (209) 538-7082 .....
..... exp 2/want 1,2,4,9/offer 1,3,4,7.
Greg & Mary Aimone, 28/32, (415) 643-8633 ..... exp 2c,3/want 1.
Hylton Cruse & Kathleen Murray, 22/27, (619) 226-6639 .....
..... exp 1/want 5,7/offer 4,5b (Afrikaans, Dutch), 7,8 (scuba, quick learners, responsible, motorboat exp, prefer depart after 5/98).
Jerry & Katrina Brown, 45/43, (415) 824-6162 or Box 250381, SF 94125 .....
..... exp 2/want 1,2,3,4,5,6,7,8,9,10/offer 1,2,3,4,5b (French, German, Porto.),7,8 (nav, pro. pilot).
John & Kathy Kershaw, 55/50, (702) 825-9382 ... exp 3/want 4,5,7,8/offer 1,3,4,7.
Kirstin Krause & Michael Hellwig, 25/38, 011 49 30 682 73 10 .....
..... exp 1,2/want 9/offer 1,2,4,7.
Magdalena & Beat Naef, 40s, (510) 744-1538 .....
..... exp 3/want 1,2,3/offer 2,4,5b (Italian, German),7.
Marlaina, Simon & Michael, 44/34/14, (707) 577-1070 or loro5@aol.com or MSTAR22840@aol.com ..... exp 2/want 1,2,3,4,5,6/offer 3,4,5ab (Swedish, Braz. Portu.),6,7,8 (cruised Puget Sound & Gulf).
Matt & Judy Johnston, 53, (510) 706-2984 .....
..... exp 3/want 4,5,7,9/offer 1,2,3,4,7,8 (Ham, scuba).
Mike & Jean Barney, 49/51, (916) 381-1495 or (916) 643-2634 wkdays til 1:30 .....
..... exp 1,2b/want 1,2/offer 3,4,5b (Man. Chinese),8 (some monetary).

COUPLES TO CREW, CRUISING — cont'd

Pat & Renee Nolan, 50, (916) 624-2454 .....
..... exp 3/want 3,4,10 (SF to Mex)/offer 1,2,4,7.)
Randy & Pat Deering, 52, (813) 864-1269 or RD4Sail@aol.com .....
..... exp 2b,3 (SoCal)/want 3,4,5,7,8,9/offer 1,3,4,5b,7.
Renee Randolph & John Myers, 37/37, (415) 431-624...exp 2b,3/want 1,2,3,4,5,9,10 (Asia, Indonesia, NZ, Aus)/offer 1,3,4,5b (Indonesian),6,7,8 (caterers, chef).
Rick & Judy Vulliet, 50, (530) 752-7409 .....
..... exp 3/want 1,2,3,4,5,6,7,8,9/offer 1,2,3,4,5,7.
Vicki & Jim Fox, 51, (408) 735-1110, (408) 735-1558 or jfox@amercstm.com .....
..... exp 2b,4/want 1,2,4/offer 1,2,3,4,5a,7,8 (celestial nav, marlinspike skills, weather forecasting, heavy weather exp, sail repair).

GROUPS TO CREW ON A CRUISING BOAT

Bob, Katie & Rob Ralph, 56/24/17, (510) 426-2306, pager (510) 830-6147, fax (510) 426-0813 or rralph7764@aol.com .....
..... exp 1/want 1,2,3/offer 3,7,8 (athletic, fast learners, agile).

CREW LOOKING FOR CRUISING BOATS

MEN LOOKING FOR CRUISING CREW

Ace Anderson, 56, (503) 325-8405 or cell (503) 791-5419 (Astoria, OR), Cascade 42 sloop, SoPac, 6/98-9/98 ..... wants 3,9 (female only).
Andy Kurtz, 39 , (808) 264-0525, Ericson 32, SoPac, 5/98 wants ..... 1,3,10.
Art Hammond, 60, Box 75254, Honolulu, HI 96836, Alden 32 schooner, Hawaiian Islands +, May/June + ... wants 2,3,8,9,10.

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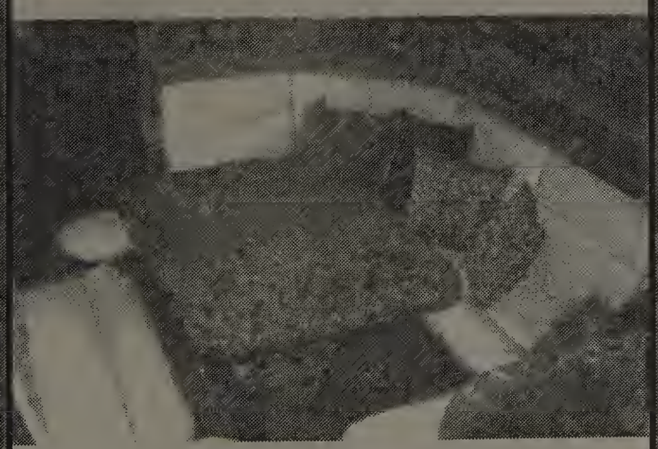
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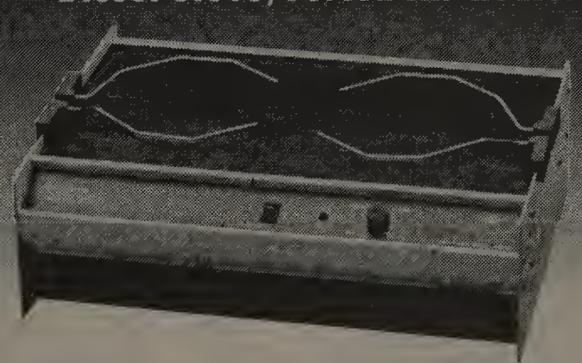
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MEN LOOKING FOR CRUISING CREW—cont'd

Bill Anderson, 54, (510) 458-1049 or wla39@aol.com, 40' catamaran, Sea of Cortez, winter '99/'00 ..... wants 1,2,3,8 (feed cruising kitty),9,10,11.
Bob Glennon, 42, (702) 458-4790, (702) 596-3377 or tormac53@aol.com, Roberts 53 offshore steel cutter in San Diego, SD/Panama/Carib/FL, 11/98-5/99 ..... wants 1,2,3,7,8 (good judgement, mechanical/cooking skills).
Bob Walker, 54, Fax 011 52 112 5 5900 (La Paz), 37' rebuilt Tayana, Sea of Cortez, mainland Mex now-June & next fallwants 1,3,8 (anything fun, snorkeling, poetry,9,11.
Chris Campbell, 46, (360) 379-3150, Pinky schooner, where th wind blows, '98 ..... wants 1,2,3,6,7,8,9,10,11
D. Bannan Broderick, 49, 60 Canterbury Ct. #655, Orange Park, FL 32065-7201, Gulfstar 44, Holland/Scandinavia, summer '98 ..... wants 2,3,8 (good cook),9,10.
Daniel Demetris, 40, (415) 664-7594, 36' S2 sloop, Farallones/Monterey/Carmel, summer ..... wants 1,3
Dave Kelly, 36, (510) 841-8306, Cal 2-29, various coastal destinations, all summer ..... wants 1,3,5,8 (scuba, drumming, fishing),9
David A. Vollmer, 48, (805) 382-0860 or 3844 Cl Blvd. #270, Oxnard, CA 93035, 57' Force 50, SoPac/NZ, 5/1/99 ..... wants 1,2,3,4,6,7b (French),8 (cooking),9
David Woodard, 57, (510) 769-9350 or (510) 769-9350, Vagabond 47, Mex, fall .... wants 1,2,3,7,9
Dirk R. Sherbina, 45, (916) 929-3822 or cell (916) 600-5035, 42' cruising trimaran, Sea of Cortez, 1999ish ..... wants 1,3,9,10
Don Cameron, 66, 303 8th St., Port Townsend, WA 98368, steel working (fishing/ research) schooner, North Pacific albacore fishery, later mid & SoPac, late 5/98 ..... 2,3,5,6,7,8 (First Aid, Ham, scuba, strong, patient, agile, humor, integrity),9, female
Don Slifert, 63, 988-5547, 32' Dreadnought, south, Oct. ..... wants 1,3,9.
Eddie Escobar, 49, (850) 458-0068, 63' Sparkman/Stevens, Caribbean/Mexico, 5/98 ..... wants 1,3,4,6,7,8 (scuba),9,10.
Ethan Windahl, 57, (360) 739-3943, ewindahl@alaska.net or 3705 Arctic Blvd. #455, Anchorage, AK 99503, Marples Seaclipper 42' trimaran, South Seas, fall '98 or '99/ mabye SE AK summer '98 & '99 ..... wants 1,2,3,7a,8 (scuba, tennis 4.0+, optimistic, adventurous),9 (female 25-40ish),10,11.
Frank Crezée, 50, (310) 399-2405, Baba 35, Mex & beyond, 10/98 wants 1,3,9,10.
Frank Farinos, 67, (707) 642-0510 or Box 1363, Vallejo, CA 94590, Tartan 34, Baja, 11/98 ..... wants 1,2,3,

"WANT CREW" CODE

MY/OUR BOAT IS A:_____

I/WE PLAN TO SAIL TO:_____

ON OR ABOUT (DATE):_____

WE ARE LOOKING FOR CREW:

1) Be willing to share basic expenses such as food and fuel
2) Be willing to bust butt preparing the boat
3) Have more desire than experience
4) Have lots of ocean experience
5) Know more about offshore navigation than just pushing buttons on the GPS
6) Have mechanical skills for the engine, refrigeration, etc.
7) Have language skills: **a)** Spanish, **b)** Other:_____
8) Other skills (woodworking, scuba, etc.)_____
9) Be unattached and unopposed to the possibility of a friendship blossoming
10) Look good in a bikini/speedo/birthday suit
11) Understand and appreciate Confucious.

Garth Grimm/Rob Aronen, 28/28, (510) 419-0570 or gdgrimm@sf.znet.com, 45' Coronado, Santa Cruz, Monterey, Half Moon Bay, open ..... want 3,9,10,11.
Garth Jones, 55, c/o Camacho-Canett Col. Bena Vida, Mulege, BCS 23900 Mex, Alberg 37, Sea of Cortez, all year ..... wans 1,3,7a,8 (no drinking/drugs),9.

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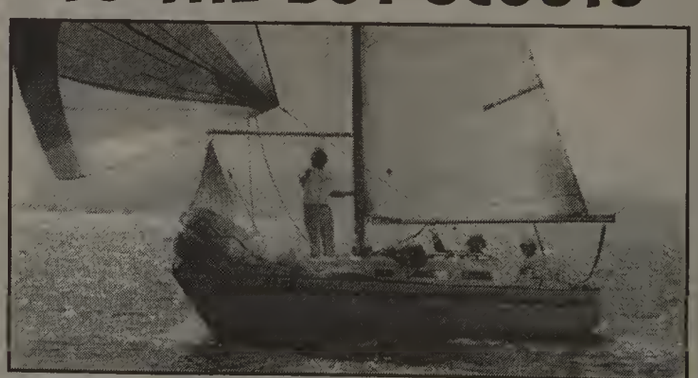

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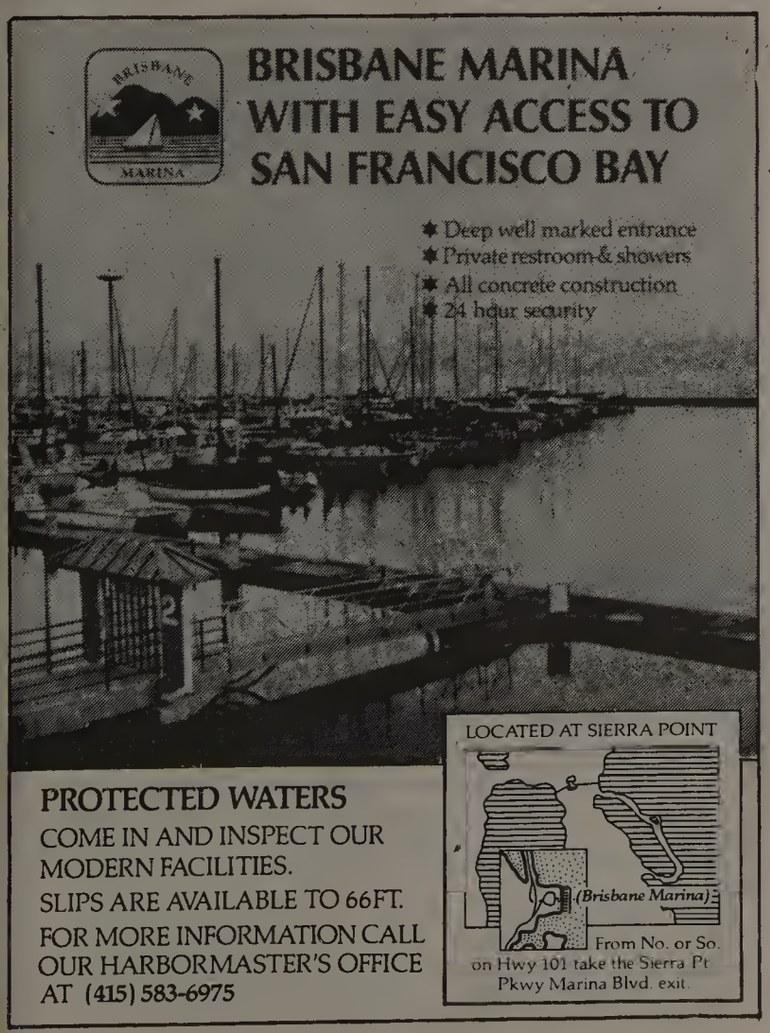
MEN LOOKING FOR CRUISING CREW—cont'd

Gary, 51, (415) 673-2149, Celere 47, Aus coast, June-Nov....wants 3,8 (scuba),9,10.
Gary Cook, 57, (805) 650-8254, Beneteau Oceanis 461, Mex & beyond, 10/98..... wants 1,2,3,7a,9.
Gene Menzie, 68, (760) 720-5240 or fax (760) 720-5247, 33' Tartan, Sea of Cortez/Bay of Banderas, April 20-June 15 '98 ..... wants 1,3,6.
Greg Bangle, 51, (909) 927-1440, Hunter Passage 42, circumnavigate, 11/98 ..... wants 1,3,9.
Greg Hampton, 35, (209) 669-9748 or unofun@aol.com, MacGregor 26X, Bay/Delta/Catalina, every weekend ..... wants 1,2,3,8 (waterski),9,11.
Gunter Klischat, 65, (919) 728-2457 or cell (860) 989-8668, 43' motorsailer, Beaufort NC to Maine & back, 5/1/98-12/1/98 ..... wants 1,2,3,7b (German),9,11.
Herb Clark, 55, (530) 891-4372, Catalina 25 trailerable, PacNW/ICW, July/Aug. ... will 1,3,9,10.
Hubert Schoenherr, 62, *sv Destiny,* Marina La Paz, La Paz, BCS, Mex, CT 35 ketch, Sea of Cortez, 4/98 ..... wants 1,9,11.
Jack Boyd, 49, pager (562) 930-9543, Coronado 35, Mex, late '98 ..... wants 1,2,3,9,10.
Jack Buckley, 41, (973) 729-6783 or soundjack@aol.com, Irwin 41 ketch, Panama to SD, 4/1 on ..... wants 1,3,8 (having fun),9.
Jamie Rosman, 35, (408) 875-7565 or jamie.rosman@kla-tencor.com, Sabre 34, Morro Bay, Monterey, Drake's Bay, Delta, summer & fall ..... wants 1,3.
Jann Hedrick, 49, (510) 547-2220, Pearson Alberg 35, Mex & beyond, 9/98 ..... wants 1,2,3,9.
Joe Larire, 55, (209) 261-0330, Hunter 40.5, Ensenada to Morro Bay, May (30-day trip) ..... wants 1,5,8 (scuba).
Jim Miles, 46, (510) 652-8023, Albin 28' sloop ..... wants 1,3,4.
John Hartono, 50, (510) 769-1639, Swan 43, Mex & beyond, fall '98 ..... wants 1,2,3,4,5,6,7,8,9,10,11.
John Dean, 57, john.dean@mailcity.com, Nic 32, Belize, 11/98 ..... wants 1,3,9.
John Komer, 56, (310) 822-3226, Cal 36, Mex & beyond, fall '98 ..... wants 1,9,11.
Lamont Cochran, 66, phone/fax (805) 682-3033, 65' schooner, BC/AK, June-Sept. '98 ..... wants 4,5,6,8 (woodworking, maint., cooking), may pay depending on exp.
Larry Collings, 54, (253) 851-3996, Hunter 40.5, Cabo & beyond, late Oct. ..... wants 1,2,3,6,7.

MEN LOOKING FOR CRUISING CREW—cont'd

Larry Wahl, 42, (408) 265-7387, '69 Ericson 30, SF Bay/Delta, all year ..... wants 1,3,5,7a,8 (trip planning, scuba, party hosting), 9,10,11.
Lary Wasserman, 58, (619) 522-6808, 45' ketch, HI & beyond, 9/99 ... wants 1,2,3.
Michael O'Connor, 41, (510) 527-5327 ..... wants 1,2,4,5,6,8 (scuba),9,10.
Neil Bisbee, 49, pager (415) 741-3164, 28' sloop, French Polynesia, 6/98 ..... wants 1,7b,11.
Nels Torberson, 58, (510) 782-6607 or fax (510) 782-7843, Morgan OI 41, next Ha-Ha ..... wants 1,3,9,10.
Otmar Luft, 48, (909) 880-0696, Cooper 416, Carib, 11/98 ..... wants 1,2,3,7a,9.
Ray Kytle, 56, (510) 435-5975, Pearson 365, Mex, 10/15 ..... wants 1,2,7a,9.
Richard Steinke, 65, (415) 331-2930, 45' sloop, Turkey to Israel/Cyprus, 5/1/98 (depending on Iraq war!) ..... wants 1.
Robert, 55, (650) 926-3915 or stege@slac.stanford.edu, Ranger 33, HI/SoPac, 11/98 ..... wants 1,2,3,7,8,9,10.
Dr. Robert Jackson, 52, 011-90-252-412-1439, jacksonexplorer@compuserve.com or fax 011-90-252-412-5351, Norseman 447 in Turkey, Greek Isles, May 1 ..... wants 1,3,4,9,10.
Robert Jordan, 65, 1220-190 Rosecrans St., San Diego, CA 92106, 50' self-built schooner, NZ, spring '99 ..... wants 1,2,4,5,6,7,8,9,10,11.
Rod Mell, 56, (206) 781-7743 or winlink@ebte.net subject: SP KE6OMI, Valiant 40, Mex spring '98, SoPac spring '99. ..... wants 1,3,9.
Ronn Hill, 65, (415) 454-2401, Cal 39 MkII, Tahiti-HI, May 21 ..... wants 1.
Steve Russ, 46, (408) 314-1159 or cosmicmuffin@worldnet.att.net, Hyper 39, Santa Cruz to Sidney, 2/99 ..... wants 1,2,3,4,7ab (French),8 (foraging),9,10.
Steve Schellenberg, 32, (408) 497-1965, Cal 33, SoCal/Mex, 9/98 ..... wants 1,5,7,9,10.
Tim Jacks, 53, (510) 547-7107, sloop, Tomales Bay/Delta, Fall '98 ..... wants 4,6.
Tom, 45, tomthesailor@msn.com, Hunter 37.5, Bay/Delta, all summer ..... wants 3,8 (smiling, suntanning),9,10.
Tom, 52, (650) 347-6259, Gulfstar 37, Delta/Cal coast, spring/summer...wants 1,9.
Wayne Maretsky, 37, (415) 789-8310, S&S 47, HI-AK, May ..... wants 1,3,11.
Win Matten, 60, (510) 337-1334, Islander 36, Mex, 8/15/98 ..... wants 1,3,9,10.
Zygmut Miedzianowski, Box 3089, Harbor, OR 97415-0511, custom, Calif./? ..... wants 1,2,3,9.



1998 CREW LIST —

WOMEN LOOKING FOR CRUISING CREW

Cathy McAteer, 47, (415) 986-1619, 40' sloop, Carib/FL, 9/98 . wants 1,2,5,6,8,11.
Janet Nuzum, 50s, fax 011-52-113-30828 (Baja), 41' sloop in Baja, anywhere warm, antime (the sooner the better) ..... wants 1,4,5,6,9.
Nancy B., 44, (415) 331-7844 or pager (415) 605-7682, Pearson ketch, coastal/?, summer/fall ..... wants 1,2,4,5,6,8 (humor).
Ricki, 46, email reb@well.com, Westsail 32, Bay/coastal, spring/summer/fall ..... wants 1,5,6.
Rita, 50, (510) 232-2922, schooner, Baja Ha-Ha, mid-Oct. '98 ..... wants 1,2,3,4,5,6,7a,8.

COUPLES LOOKING FOR CRUISING CREW

Alan & Arlene Taylor, 40s, (415) 289-0814 or rolig@california.net, Pacific 38, Channel Is., 9/1 ..... want 4,5.
Bob & Barbara Unanski, over 40, (408) 370-6839, 43' Taswell, Mex, 10/98 ..... want 1,4.
Craig & Vicki Johnsen, 49, fax info/resumes (760) 328-7975, 40' schooner, from Cabo/LaPaz to HI/AK/PacNW, 5/7/98 .... want 3,4,5,8 (humor, patience, quiet, N/S).
Don Parrish & Family, 57/47/9/10, (410) 268-4657 or fax (410) 268-4657 *51, 74' Morgan, Annapolis to Ft. Lauderdale, June-July '98 ..... want 3,8 (cook).
Jerry & Pat, 50+, (650) 941-7260 or ezekiel@ix.netcom.com, Hunter 37 cutter, SD/Delta/Bay, in SF April ..... want 1,2,3,4,5,6,7a,11.
Leo & Nadia LeBon, 63/43, (510) 524-2609, Wauquiez 37, HI, 6/98 ..... want 4,5,6.
Pat & Duane Kinkade, 60, (530) 824-8875, 44' Nauticat, Victoria on Vancouver Isl., 5/1/98 ..... want 1,4,8 (have some exp sailing & pay for return).
Sam, Caren, Dana & Rachael Edwards, 55/43/7/9, (650) 851-8488, 52' catamaran, Mex/SoPac, 9/98 ..... want 1,4,5,6,7.
Walter & Tracey, 40/45, (415) 776-9749, 62' ketch, AK 5/98, Mex & beyond 11/98 . ..... want 1,2,3,4,5,6,7,8,10,11.

GROUPS LOOKING FOR CRUISING CREW

Matt & 2 Friends, 21/22/21, (909) 624-6478 or www.pitzer.edu/~msponer/crew, Passport 40, SD-HI, 5/18 or so ..... want 1,4,5,6,11.

DAYSAILORS LOOKING FOR CREW

MEN WITH BOATS FOR DAYSAILING

Arnold Gallegos, 50+, (415) 239-1844 ..... 1.
Bob Ritchie, 52, (415) 331-9316 ..... 1.
Brad Rigby, 44, (510) 236-5527 or baysailor@usa.net ..... 1,3.
Brian, 37, (707) 829-7744 or (707) 829-7161 ..... 1.
Carl Wohltmann, 54, (510) 261-7045 ..... 1.
Charles Bohlen, 37, (415) 331-2603 or Tayana3@slip.net ..... 1.
Dan Garr, 50, (408) 426-4575 or dangarr@aol.com ..... 1.
Darryl Coe, 54, (650) 595-2765 or DarrylLCoe@aol.com ..... 1.
David, 29, (415) 606-3705 ..... 1.
David Hand, 50, (510) 820-5637 ..... 1,3.
Ed Poor, 48, (650) 875-7655 or poorexcuse@compuserve.com ..... 1.
Garth Grimm/Rob Aronen, 28/28, (510) 419-0570 or gdgrimm@sf.znet.com .. 1,3.
Geoff Evans, 28, (415) 567-7675 ..... 1,3.
George, 40s, (415) 435-6822 ..... 1.
Greg Hampton, 35, (209) 669-9748 ..... 3.
Herb Clark, 55, (530) 891-4372 ..... 1,3.
Jamie Rosman, 35, (408) 875-7565 or jamie.rosman@kla-tencor.com ..... 1,3.
Jann Hedrick, 49, (510) 547-2220 ..... 1.
Jim Schoonover, 44, (916) 861-7160 ..... 1,3,4.
Jim Wallis, 39, (530) 662-5889 ..... 1.
John Hartono, 50, (510) 769-1639 ..... 1,3.
John Iredale, 40, (415) 609-4614 or (415) 893-7039 ..... 1.
John Quick, 57, (510) 486-0904 ..... 1,4.
Larry Wahl, 42, (408) 265-7387 ..... 1,4.
Leo LeBon, 63, (510) 524-2609 (Berkeley) ..... 1,2.
Nels Torberson, 58, (510) 782-6607 or fax (510) 782-7843 ..... 1,4.
Otmar Luft, 48, (909) 880-0696 ..... 1.

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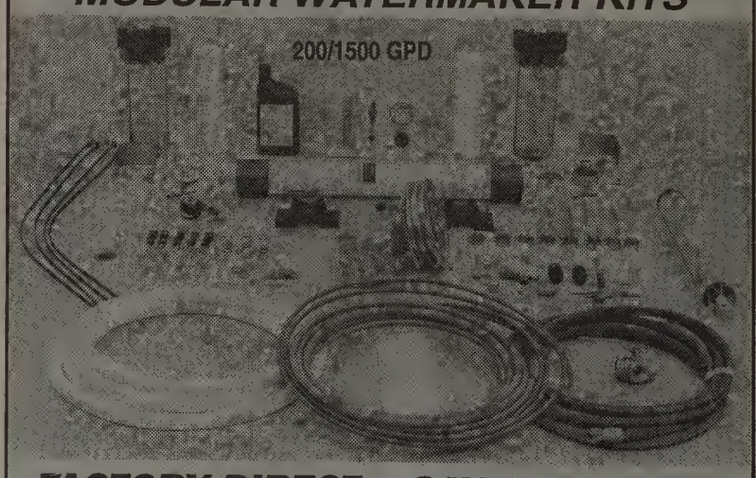

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SOMETHING FOR EVERYONE

DAYSAILING CODES

I/WE HAVE BOAT, WILLING TO TAKE OTHERS OUT. I AM/WE ARE:

1) Single to take singles out
2) Couple to take couples out
3) Singles, couples or small groups okay, but leave any kids home
4) Kids okay as long as you can control them

WANT TO JOIN OTHERS FOR CASUAL DAYSAILS. I AM/WE ARE:

1) Single
2) Couple
3) A group of _____ (state number) friends interested in sailing
4) Would like to bring kids
5) Going sailing to escape the kids

Pete Howley, 57, (415) 381-5880 ..... 3.
Peter Lange, 33, (415) 388-5904 ..... 1,3.
Ray Kytle, 56, (510) 435-5975 ..... 1.
Rick Kowall, 59, (510) 655-9469 ..... 1,3.
Rick Dalton, 32, (415) 265-3449 or pager (650) 377-7538 ..... 1 (women only).
Robert L. Cartwright, 50, (510) 522-6277 ..... 1,2,3,4.
Roy Curry, 47, (415) 456-2114 ..... 1.
Stefan Brustowicz, 35, (415) 647-1222 or stefan@batnet ..... 1,3,4.
Steve Schellenberg, 32, (408) 497-1965 ..... 1.
Steven A., 42, (510) 686-4173 ..... 1,2.
Tim Jacks, 53, (510) 547-7107 ..... 1,3.
Tom, 45, tomthesailor@msn.com ..... 1,3.
Tom, 52, (650) 347-6259 ..... 1.

WOMEN WITH BOATS FOR DAYSAILING

C. Gilbert, 40+, (916) 487-9729 ..... 1,3.
Ricki, 46, reb@well.com ..... 1,4.

COUPLES WITH BOATS FOR DAYSAILING

Alan & Arlene Taylor, 40s, (415) 289-0814 or rolig@california.net ..... 3,4.
Bud & Sharon Moore, 58/56, (415) 479-1927 ..... 3,4.
Frank & Cindi Valli, 49/44, (619) 291-8841 ..... 2,3,4.
Jerry & Pat, 50+, (650) 941-7260 or ezekiel@ix.netcom.com ..... 2,3,4.
Walter & Tracey, 40s, (415) 776-9749 ..... 2,3.

CREW LOOKING FOR DAYSAILING

MEN FOR CASUAL DAYSAILING

Bruce McClatchey, 51, (415) 387-4124 or ohcosmos@saber.net ..... 1.
Carl Wohltmann, 54, (510) 261-7045 ..... 1.
Craig Homer, 47, (801) 968-1195 or craigh@xmission.com ..... 1.
David Herberg, 43, (408) 285-4219 ..... 1,2,4,5.
David Lombard, 37, (408) 477-1518 ..... 1.
Eddie Hansen, 44, (916) 488-9724 ..... 1.
Eriksen Digman, 29, (408) 249-0909 ..... 1.
Greg Hampton, 35, (209) 669-9748 or unofun@aol.com ..... 1,3 (3).
Greg Hemingway, 47, (408) 358-1026 ..... 1.

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1998 CREW LIST —

MEN FOR CASUAL DAYSAILING— cont'd

Henry Lotz, 42, (707) 224-6220 ..... 1.
Howard Kaplan, 46, (510) 672-8843 or Farmvest@aol.com ..... 1,4.
Jim Schoonover, 44, (916) 861-7160 ..... 1,3,4.
Joel Waldman, 69, (650) 856-1317 or joelw@slip.net ..... 1.
John Etherington, 42, (510) 787-1939 or j_etherington@compuserve.com ..... 1.
John Ludeman, 40, (707) 645-1701 ..... 1.
John Fox, 29, (415) 440-1313 ..... 1.
John Meeks, 47, (408) 475-5896 ..... 1.
John Shearer, 28, (707) 224-9078 or jshearer@idiom.com ..... 1.
Kevin Stewart, 41, (415) 987-1313 ..... 1.
Larry Schreg, 41, (510) 838-4455 ..... 1.
Michael Gardner, 31, (510) 672-8958 ..... 1,3 (1-4).
Michael O'Connor, 41, (510) 527-5327 ..... 1.
Michael Wheable, 49, pager (510) 906-6860 ..... 1.
Mike Carlson, 30, (650) 694-4713 ..... 1.
Mike Foss, 58, mike@slac.stanford.edu ..... 1 (married, multihull).
Mike Fossan, 31, (510) 671-9032 ..... 1, 3 (1-3).
Patrick R. White, 48, (408) 462-6749 ..... 1,3 (2).
Paul Berggren, 27/29, (415) 648-2099 ..... 1,2.
Peter Lange, 33, (415) 388-5904 ..... 1.
Phllip Neely, 49, (707) 869-9097 ..... 5.
Robert, 32, (650) 615-2401 ..... 1.
Robert Morse, 57, (510) 881-7600 ..... 1.
Robert Frank, 58, (415) 751-8204 ..... 1.
Robert O. Soleway, 55+, (415) 381-3147 ..... 1.
Roy Curry, 47, (415) 456-2114 ..... 1.
Russ Dodd, 42, (510) 889-0409 ..... 1.
Stefan Brustowicz, 35, (415) 647-1222 or stefan@batnet ..... 1.
Stephen Mark, 48, (415) 775-2643 ..... 1.
Steven Atkins, 42, (510) 686-4173 ..... 1,2.
Tim Jacks, 53, (510) 547-7107 ..... 1.
Tom Perry, 52, (209) 474-1796 ..... 1,2,5.
Tom Rieser, 33, (510) 376-5369 or (510) 801-7132 ..... 1.
Troy A. Baker, 39, (916) 522-2350 ..... 1.

WOMEN FOR CASUAL DAYSAILING

A. Cassidy, 35, acassidy@gunnpartners.com ..... 1.
Ann Burrow, 36, (707) 575-1622 ..... 1,3 (1-2).
Barbara, 35-40, (650) 949-5480 ..... 1,2,4,5.
Beverly, 40ish, (714) 499-5710 (daysails in Orange County) ..... 1.
Diane, 40, (415) 455-9211 ..... 1.
Dorene Fritts, 40+, (916) 722-3575 ..... 1,5.
Flow, 47, (707) 747-9350 ..... 1.
Glenys, 43, fax (650) 961-8880 ..... 1.
Gretchen, 39, (415) 550-1548 ..... 1.
J. Brown, over 40, (415) 435-4774 ..... 1.
Jaime, 36, jaimemike@hotmail.com ..... 1,3 (3).
Jan, 40, (415) 332-7821 ..... 1.
Jenne Holmgren, 45, (650) 988-8869, (408) 930-2011 or jenneh@earthlink.net ..... 1.
Jinny, 47, (510) 340-4426 ..... 1.
Joy, 49, (415) 289-7954 ..... 1.
Katherine Ullman, 50, (510) 254-1660 or ullmank@aol.com ..... 1.
Laurie, 37, 3020 Bridgeway Ave. #248, Sausalito, CA 94965 ..... 1.
Linda Kirby, 37, (650) 725-1363 or pager (415) 607-0727 ..... 1.
Linda Norris, 41, (650) 941-9624 ..... 1.
Lisa, iromnc@ncgate.newcollege.edu ..... 1.
Linda Yazell, 55, (800) 763-9227, (510) 226-6455 or lyazell@ix.netcom.com ..... 1.
Lori Kolmodin, 29, (510) 814-2879 ..... 1.
Lorraine, 37, barrabee@earthlink.net ..... 1.
Lydia, 37, Box 1643, Palo Alto, CA 94302 ..... 1.
Lynne, 45+, (510) 769-8466 or Lynneoj@ix.netcom.com ..... 1.
Marla, 49, (415) 381-0123 ..... 1.
Marianne, 38, (415) 563-4959 ..... 1.
Mary Moretto, 40, (800) 5--sprint or 365-5047 ..... 1,3,4,5.
Nancy Birnbaum, 40, (415) 461-6595 or pager (415) 257-0243 ..... 1.
Rachel Harris, 26, (510) 485-5358 ..... 1.
Renee, 40+, (510) 532-1935 ..... 1.
Rosemary, 45, (510) 337-2741 ..... 1.
Sandra, 31, (415) 292-7380 ..... 1,3 (1-4).
Sharon Stambaugh, 44, (415) 255-8305 ..... 1.
Susan, 50, (510) 524-7939 ..... 1.

COUPLES FOR CASUAL DAYSAILING

Barry & Sue Swackhamer, 50+, (408) 365-3979 or swacks@worldnet.att.net ..... 2.
Mr. & Mrs. Benquet-Begelman, (408) 235-6766 ..... 2.
Carolina Sasson & Mark Fryer, 25/33, (415) 922-7525 hm, csasson@aol.com or mfryer@aol.com ..... 2.
Chris Monti/Kristy White, 30, (707) 544-7886 or (707) 579-1500 (Kristy wk) ..... 2.
Crist & Patricia Berry, 55, (510) 521-9741 hm or (510) 467-3365 days ..... 2,5.

COUPLES FOR CASUAL DAYSAILING— cont'd

Dominique Tschudnowsky & John Hess, 28/27, (510) 339-6109 or 76016.3101@compuserve.com ..... 2.
Gilbert & Naomi Ratcliff, 59-60, (209) 538-7082 ..... 2,3 (2).
Gary & Nancy Ryan, 44, (707) 576-1755 or gryan@foundations.com ..... 2,5.
Holly Aaron & David Peterson, 28/28, (650) 854-4813 or david-peterson@worldnet.att.net ..... 2.
Greg & Mary Aimone, 28/32, (415) 643-8633 ..... 2.
Jerry & Katrina Brown, 45/43, (415) 824-6162 or Box 250381, SF 94129 ..... 2.
Jim & Farah Nations, 42/37, (650) 560-6861 ..... 2.
Jim & Jessica Pedersen, 24, (530) 242-9273 ..... 2.
John Myers & Renee Randolph, 37/37, (415) 431-6249 ..... 2.
Kristin & Steve, 30/33, (870) 749-7710 ..... 2.
Michael & Marlaina, voice mail (707) 577-1070 or loro5@aol.com ..... 2,4.
Steve & Terrie Molin, 33, (510) 233-1446 ..... 2.
Trevor & Christie Hohlstein, 24/23, (408) 378-2163 ..... 2.

GROUPS FOR CASUAL DAYSAILING

Bob, Katie & Rob Ralph, 50/24/17, (510) 426-2306, pager (510) 830-6147, fax (510) 426-0813 or rralph7764@aol.com ..... 1,3 (3).

PEOPLE WANTING TO CO-CHARTER

Arlene Ryan, 63, (530) 244-4737 ..... 2-3 wks, anytime/exp 2a/prefers 1,4,6,7/in 4,6,7,8.
Art Urbin, 46, (408) 985-2107 or www.art@urbin.com ..... exp 3c/prefers 1,3,4,6,7/in 1,2,3,4,5,6,7,8.
Barry & Sue Swackhamer, 50+, (408) 365-3979 or swacks@worldnet.att.net ..... for 1-2 wks in summer, fall, winter/exp 2b/prefer 1,3/in 4,5,6,7,8.

I / WE WANT TO CO-CHARTER

I/WE WANT TO CO-CHARTER FOR _____ WEEKS IN THE (SPRING, SUMMER, FALL, WINTER)_____ OF 1998.

SAILING EXPERIENCE:

1) Little or none
2) Moderate. I sail regularly and have chartered before
3) Lots. I've sailed and/or chartered many types of boats and am a competent skipper

a) I'd like co-charterer to skipper and give me direction
b) Prefer co-charterer of at least equal proficiency
c) Would be willing to co-charter with less experienced party

I/WE PREFER TO CO-CHARTER:

1) Bareboats (we sail)
2) Crewed (professional skipper and/or crew)
3) With other couples
4) With other singles
5) With my/our well-behaved kids,age(s) _____
6) A smaller (30 to 40 ft) boat with one or two other people
7) A medium (40 to 50 ft) boat with four to six other people
8) A large (60 ft or more) boat, the more co-charterers the merrier

I/WE WANT TO CHARTER IN:

1) San Francisco Bay
2) Monterey/Santa Cruz
3) Southern California
4) Mexico
5) Hawaii
6) Pacific Northwest
7) Caribbean
8) Mediterranean
9) Other: _____

SOMETHING FOR EVERYONE

$5 at the door

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April 7 — Encinal YC, Alameda

April 9 — Corinthian YC, Tiburon

6 to 9 p.m.

No RSVP — Please JSU (just show up)

PEOPLE WANTING TO BOAT SWAP

David Herberg, 43, (408) 285-4219 .. for 2 wks in Aug/exp 2c/prefers 1,3,4,7/in 4,7.
Jerry & Katrina Brown, 45/43, (415) 824-6162 or Box 250381, SF 94125 ..... for 2 wks in fall/exp 1,2/prefer 1,3,7,8/in 1,2,3,4,5,6,7,8.
John Etherington, 42, (510) 787-1939, (510) 674-8312 or j_etherington@compuserve.com...for 1 wk in fall, winter/exp 2c/prefers 1,4,7,8/in 4,7.
Larry Sharg, 41, (510) 838-4455 ..... for 1 wk in winter/exp 2b/prefers 1,4,7/in 7.
Linda Kirby, 37, (650) 725-1363 or pager (415) 607-0727 ..... for 1-2 wks in spring, summer/exp 3c/prefers 1,4,7,8/in 7,8.
Lynne, 45+, (510) 769-8466 or Lynneoj@ix.netcom.com ..... in spring or fall/exp 2b/prefers 1,3,4,6/in 6,8.
Michael O'Connor, 41, (510) 527-5327 ..... now/exp 1a/prefers 2,3,4,5,6,7,8/in 1,2,3,4,5,6.
Peter Lange, 33, (415) 388-5904 ..... for 1-2 wks in summer, fall/exp 3c/prefers 1,3,4,6,7,8/in 4,6,7,8,9 (SoPac).
Randy & Pat Deering, 52, (813) 864-1269 or RD4Sail@aol.com ..... in summer, fall, winter/prefer 1,3,6,7/in 3,4,5,7,8,9 (FL Keys).
Ray & Jenny, 53/59, ray316@aol.com...for 1 wk in winter/exp 3c/prefer 1,3,4,6/in 7.
Robert O. Soleway, 55+, (415) 381-3147 ..... exp 2b/prefers 1,3,4,7/in 1,2,3,4.
Warren & Donna Webb, 56/59, (707) 464-1620 or 240 W. Cooper St., Crescent City, Ca 95531 ..... for 1 wk in summer, fall, winter/exp 2b/prefer 1,3,6,7/in 4,5,6.

Catherine & Jay Thiele, 40-48, (541) 929-2701, Beneteau 36s7 in Seattle ..... want Carib,SoCal for 1-2 wks, flexible.
Daniel Demetris, 40, (415) 664-7594, 36' S2 sloop ..... wants all for 1 wk in Sept.
Darrell Sausser, 66, (909) 780-2694, fax (909) 789-4987 or thirdtier@aol.com, Ericson 38 sloop ..... wants PacNW, Carib fo 6-8 wks in July, Aug, Nov, Dec.
Dave Lauter, Lynne Carveth Lauter & 2 Kids, 42/37/1.5/5, (206) 325-4110, Freedom 33 in Seattle ..... want Bay, SD, ?, variable.
Garth Jones, 55, c/o Comanche Canett, Col. Bena Vida, Mulege, BCS 23900 Mex, Alberg 37 ..... wants PacNW for 8 wks in Aug-Sept '99.
Greg Hampton, 35, (209) 669-9748 or unofun@aol.com, MacGregor 26X ..... wants PacNW for 2 wks, any.
Jim Senechal, 53, (909) 676-4646 or jns@dconn.com, Peterson 44 in Dana Pt. .... wants Carib for 2 wks in Nov.
John Komer, 56, (310) 822-3226, Cal 36 ..... wants anywhere for 2 wks anytime.
John & Linda Bannister, 58, (510) 837-3391, 40' Hershine twin dsl trawler ..... want PacNW for 2-3 wks in Aug, Sept.
Menno Marringa, 41, (415) 585-9810 or ahoy@pacbell.net, CS 36 . open, flexible.
Rich Kerbs, 52, (602) 788-9077, '86 Hunter 31 in SD ..... wants anywhere for 1-2 wks anytime.
Rickl Brooke, 46 (415) 332-8181 or reb@well.com, Westsail 32 ..... wants Med, Italy for 2-3 wks in summer.
Steve Small, 40, (508) 660-0275 or ssmall@crossroads.com, J/29 in Newport RI .. wants anywhere for 1 wk anytime.
Terry & Theresa Ellis, 53/49, (760) 788-2623, 34' Catalina ..... want Mex, NZ for 2-4 wks, open.
Tim Dick, 38, (650) 329-8929 or telebyte@aol.com, '88 Catalina 34 ..... wants Carib, Med, Aus, NZ for 1-4 wks in Mar-Oct.
Tom & Myrna Batson, 60s, (707) 449-8522, 36' ketch ..... want Carib, SoCal, Med, England, FL for 2-3 wks anytime.

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We depart from our regular format this month to bring you a special ***Pictoral Guide to Bay Area Charter Yachts****. Next month we'll return to our regular menu of charter destination reviews from around the world.*

Variation on a Theme: Leave the Driving to Us

You trust us, right? So take our word for it when we say you owe it to yourself to check out the Bay Area's *primo* fleet of crewed charter yachts — even if you have a boat of your own. Sure, we get on our soapbox and preach a similar sermon every year about this time. But with good reason.

The classic William Hand schooner 'Maramel'.

More than a dozen first class charter yachts ply the waters of San Francisco and Monterey Bays, each with its own distinct characteristics that make it ideal for one type of sailing trip or another. From rowdy office parties to intimate outings with grandma and grandpa, there's at least one boat to satisfy just about every need. The designs of the vessels on these pages are as varied as the personalities of the men and women who sail them: from bona fide square riggers to high-speed catamarans; from classic schooners to modern racing sloops. If it's speed and exhilaration you're after, there are boats that can deliver it, with a high-speed blast up Hurricane Gulch to the Golden Gate. Likewise, if your idea of a pleasurable day on the Bay is ghosting along on flat water enjoying fine wine and gourmet cuisine, several boats seen here will gladly accommodate by customizing a menu and itinerary to suit your fantasies. While most boats specialize in daysails, a few also offer overnight charters either to destinations within the Bay or along the coast.

When Bill Lee design the Santa Cruz 70 he had offshore ocean racing in mind, but this one sure makes a great chater boat.

There's a common misperception that chartering costs and arm and a leg. And while you *can* spend a bundle if you insist of the full deluxe treatment, there are also plenty of boats you can hop aboard for a sunset sail for 25 bucks or less. Doing so is a low-pressure, low-cost way for you to introduce neophyte friends to the magic of sailing without having to charter an entire boat for your exclusive use.

Once they're hooked, though, you might want to plan your own day of adventuring under sail — customized to suit everyone in your group. If you've got non-sailors, little kids or less-than-agile seniors, consider a stable catamaran or a beamy boat with lots of room to move (and to take a break from the wind). On the other hand, if your group is fit and ripe for action, choose a fast machine that can deliver the thrills.

Okay, we admit it. It's not always sunny enough to hang out in your bikini in the Central Bay. But a savvy captain can sail you to sheltered spots — like behind Angel Island — where you can shed some layers and work on your tan.

You say you already have your own boat or a regular ride with friends? Hey, congratulations! But can you fit all your in-laws or your whole office staff in the cockpit of your boat? Being able to enjoy the pleasures of sailing with a larger group than normal is just one reason to 'think big' and consider chartering. Another is to simply let yourself be pampered for a change instead of taking all the responsibility and doing all the hosting. On most charter boats you can still get a chance

to steer for a while if that's your thing, but you won't have to make sandwiches, unclog the head and jump down the companionway a zillion times to fetch cold drinks for your guests. For a change of pace from the usual routine, consider kicking back and letting the professional mates and hostesses bring you fancy *hors d'ouvres* and cocktails instead of your usual boating fare of tuna fish, pretzels and lukewarm Budwieser.

When it comes to special events like birthdays, anniversaries, weddings, graduations, or reunions, chartering a big sailboat makes perfect sense — especially if you have friends visiting from out of town. Instead of letting them schlep around by car, bus or ferry, you can show them around yourself — via sailboat. Remember, when you charter a boat exclusively for your group, you can have as much — or as little input as you want. You can decide where to go and when, what to eat and drink. Heck, there are a few boats where the crew will even dress up like pirates and growl like Long John Silver if you want.

That's the great thing about custom crewed charters that few boat owners and bareboaters realize. When you charter a crewed yacht — in the Bay or anywhere else in the world — you essentially hire the crew to look after you, just like you would a chauffeaur, a waiter or a chef. If you say you want to go to Angel Island, then stopover at Pier 39, your crew will oblige. If you tell them in advance to prepare a specific gourmet menu with your favorite wine, they'll do their best to please you. You'd be surprized the ideas creative charterers can come up with.

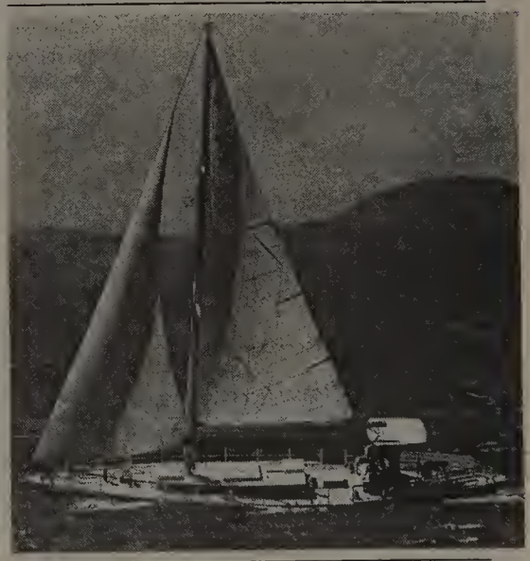
So, without further ado, let us introduce you to the prinicpal crewed charter yachts of the Greater Bay area. (Listings are by passenger capacity, per Coast Guard licensing; some '49 passenger' vessels, however, typically carry smaller loads than their max to avoid overcrowding.)

'Multi-Passenger' Boats (7+)

Adventure Cat: This popular 55-foot catamaran was built specifically for Bay charters. The *Cat* sails flat and fast — up to 20 knots, even with a full load of passengers. Coolin' out on the trampoline and watching the sights roll by is a great way to sample multihull sailing.

- Carries up to 49 passengers
- Berthed at Pier 39, San Francisco
- Available for scheduled sailings daily (per person), private group charters and special events
- (415) 777-1630.

If you've been sailing the Bay for awhile, you've no doubt seen Josh Prior out there, sailing his precious 'Ruby'.



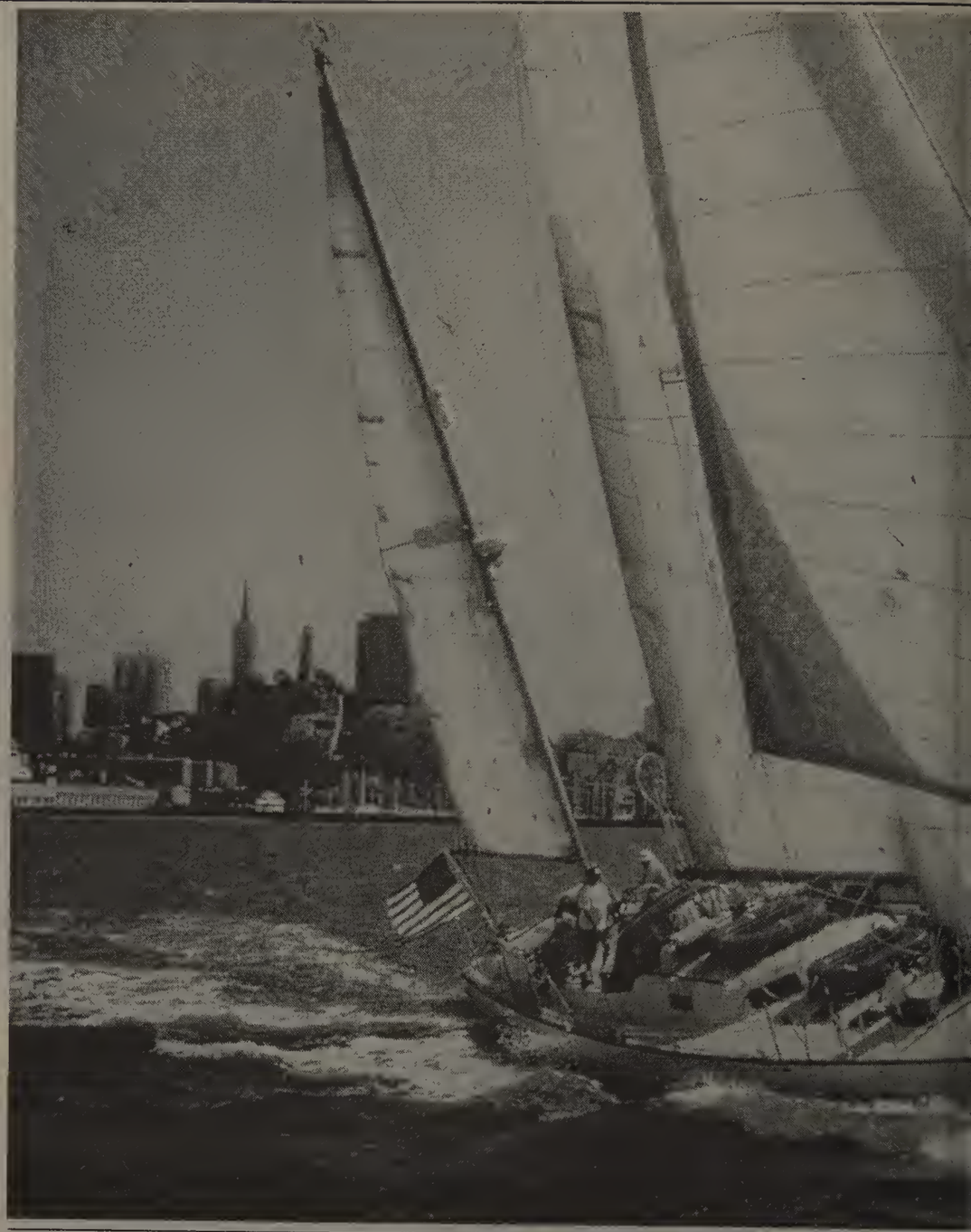
Chardonnay II: Bill Lee was commissioned to build this special edition of his Santa Cruz 70 design specifically for the Monterey Bay charter market. Enormously popular with Silicon Valley professionals, *Chardonnay* is undoubtedly one of the most successful charter yachts on the West Coast — fast and fun.

- Carries up to 49 passengers
- Berthed at Santa Cruz Yacht Harbor
- Available for scheduled sailings (per person), private group charters, special events including corporate
- (408) 429-5111

Hawaiian Chieftain: At 85 feet on deck and 103 overall, this beamy square tops'l ketch has plenty of room to accommodate large groups easily. But her old-tyme charm is her most endearing attribute. The *Chieftain*'s design was inspired by 18th century warships, and she can occasionionally be seen doing (mock) battle with visiting schooners — cannon, pirate costumes and all.

- Carries up to 49 passengers
- Berthed at Marina Plaza, Sausalito
- Available for private group charters, special events, square-rig sail training, overnights, youth education, sunset sails (per person)
- (415) 331-3214.

Ka'iulani: A relative newcomer to the Bay, this beautiful 86-ft schooner was originally built for private offshore voyaging. She is handsomely crafted with a luxurious interior, teak decks and plenty of bronze and brightwork.



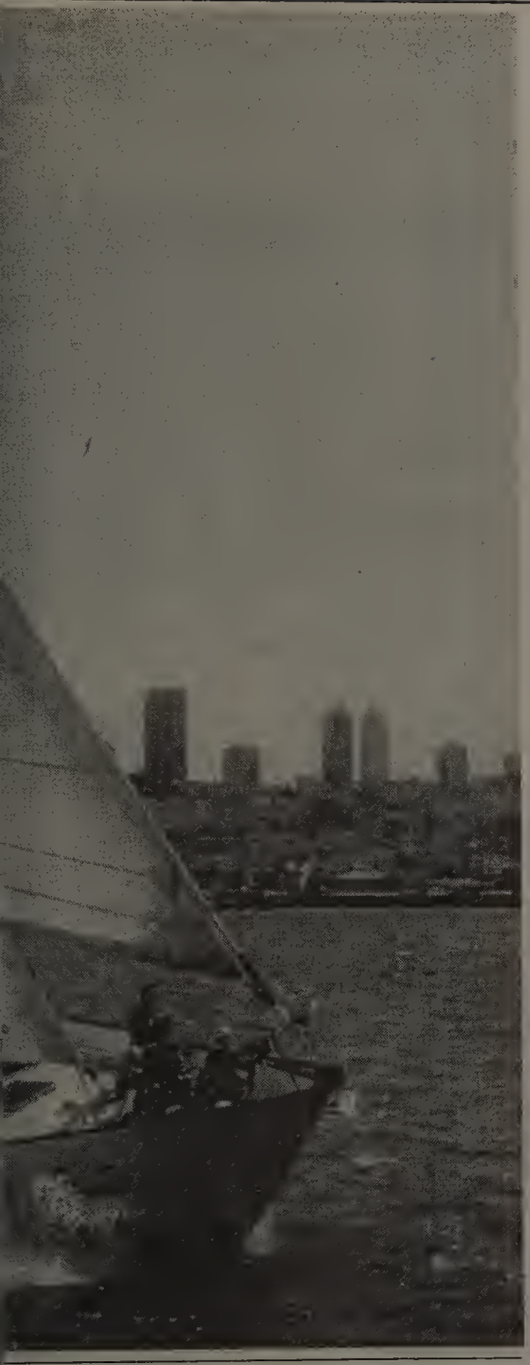
Formerly based at Sausalito, the MacGregor 65 'Zeus' is now calls Monterey home.

- Carries up to 49 passengers
- Berthed at Marina Plaza, Sausalito
- Available for scheduled sails, private charters, special events including corporate
- (415) 331-1333

Sea Raven: This 65-foot catamaran has and elegantly appointed interior where she seats 20 for fine dining — dinner cruises are a specialty. She's also ideal for corporate functions or special parties.

- Carries up to 49 passengers
- Berthed at South Beach Harbor, San Francisco
- Available for scheduled sailings (per person), dinner cruises, private group charters, special events including corporate
- (415) 543-7333

Second Life: Designed for ocean racing, this Ocean 71 has been customized specifically for Bay sailing. She is well-



Above: Designed for ocean racing, the customized Ocean 71 'Second Life' is well suited to brisk Bay conditions. Left: The fast Santa Cruz 50 'Yukon Jack' is now based as South Beach.

suited to blasting up Hurricane Gulch or up the coast on custom charters. Her center cockpit design is cozy and well protected, while she has plenty of deck space for lounging.

- Carries up to 49 passengers
- Berthed at Marina Plaza, Sausalito
- Available for sunset sails (per person), private group charters, special events, sailing instruction, overnights including coastal and long-distance offshore trips
- (800) 762-5341.

***Rendezvous*:** This 78-ft 1930s schooner was one of the first true charter vessels on the Bay. After 60-odd years of commercial and charter work, she endured a thorough refit recently that has made her ready for decades more of service. Bursting with character, she's given happy memories to thousands of Bay Area visitors.

- Carries up to 49 passengers
- Berthed at South Beach Harbor, San Francisco
- Available for scheduled sailings daily (per person), private group charters, special events including corporate
- (415) 543-7333.

***Ruby*:** The story goes that captain Josh Pryor originally bought this 64-ft steel schooner as a cruising boat and planned to charter only until he bolstered his cruising kitty. That was too many years ago to count, and both Josh and *Ruby* are still going strong, hosting good-time charters daily.

- Carries up to 31 passengers
- Berthed at 'The Ramp', Mariposa St., San Francisco
- Available for scheduled sailings daily (per person), private group charters, special events including corporate
- (415) 861-2165

***Yukon Jack*:** With an impressive racing pedigree, this ultralight Santa Cruz 50 sloop is one of the fastest charter yachts on the Bay. Fun, fast, slender and modern, she's a gas for a daysail and ideally suited to combine with other ultralights for multiple-boat charters.

- Carries up to 25 passengers
- Berthed at South Beach Harbor, San Francisco
- Race charters, private group charters, special events including corporate
- (415) 543-7333

***Andiamo*:** This ultralight MacGregor 65 sloop is one of the hardest-working boats on the Bay. Berthed at Pier 39, she caters primarily to visiting tourists, showing them the sights the *right* way.

- Carries up to 19 passengers
- Berthed at Pier 39, San Francisco
- Available for scheduled sailings daily (per person), private group charters, special events
- (415) 788-4920.

Booming along under a strong breeze, the 'Chieftain' is a familiar sight on the Bay.

Six Passenger Boats

***Apparition*:** If the idea of blasting along the Sausalito waterfront in a sleek custom catamaran sounds like a kick, check out *Apparition*, the 'flagship' of Sausalito Waterfront Tours. Naturally, *Apparition* is available to travel elsewhere in the Bay — even up toward the Delta.

'Ka'iulani', one of the newest charter boats on the scene, is a thing of beauty inside and out.

If you have a soft spot in your heart for varnishwork and fine craftsmanship, you'll love every minute you spend on 'Argosy Venture'.

Wherever you choose to go, it'll be a quick trip.

- Carries up to six passengers
- Berthed at Schoonmaker Marina, Sausalito
- Available for private group charters, special events, multihull sailing instruction, sunset sails (per person)
- (415) 331-8730.

Argosy Venture: This classic 101-ft Nevins motorsailer was built as a private luxury yacht in 1947. Now available on a limited basis for custom charters in the Bay and farther afield, she is by far the largest luxury charter yacht on the Bay. Beautiful brightwork and period styling.

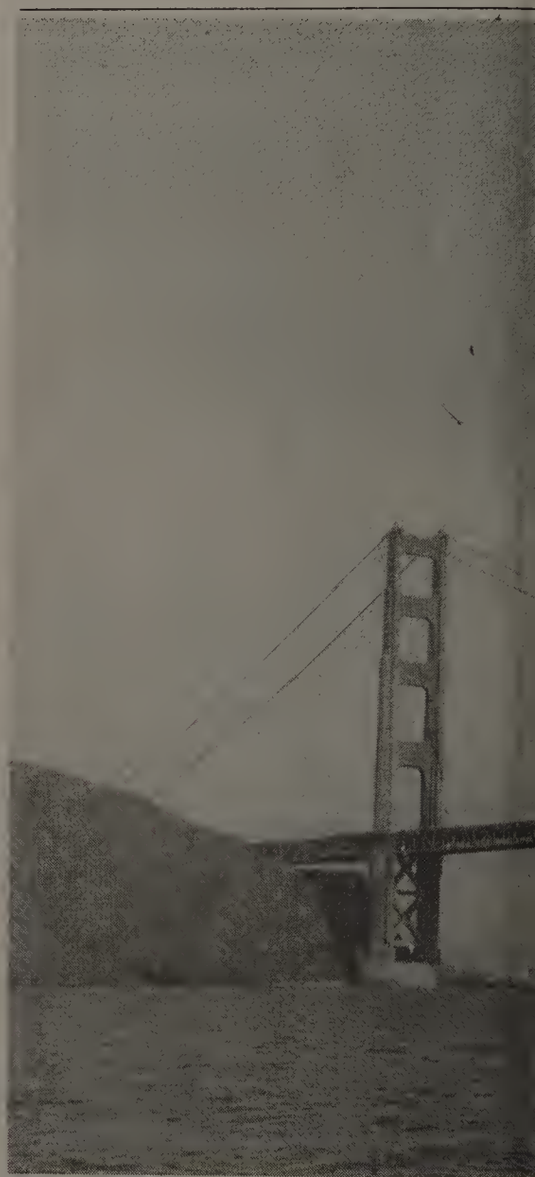
- Carries up to six passengers
- Berthed at Brisbane Marina
- Available for custom charters only
- (650) 952-4168

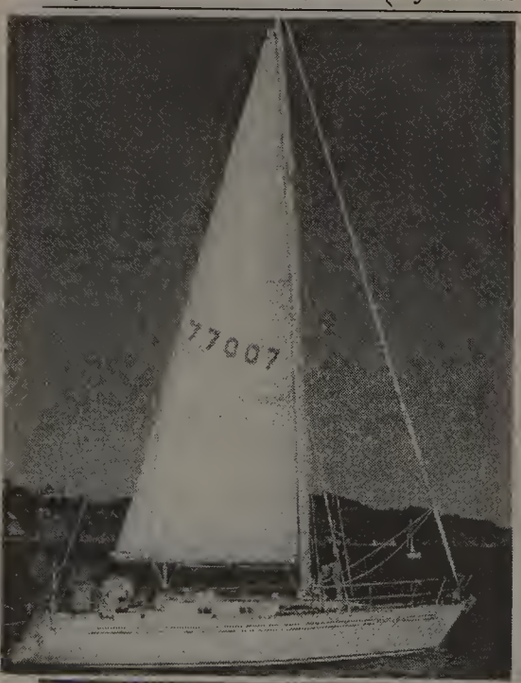
Aria: This 1997 Catalina 400 racer/cruiser is the newest charter boat on the Bay. Comfortable and swift-sailing.

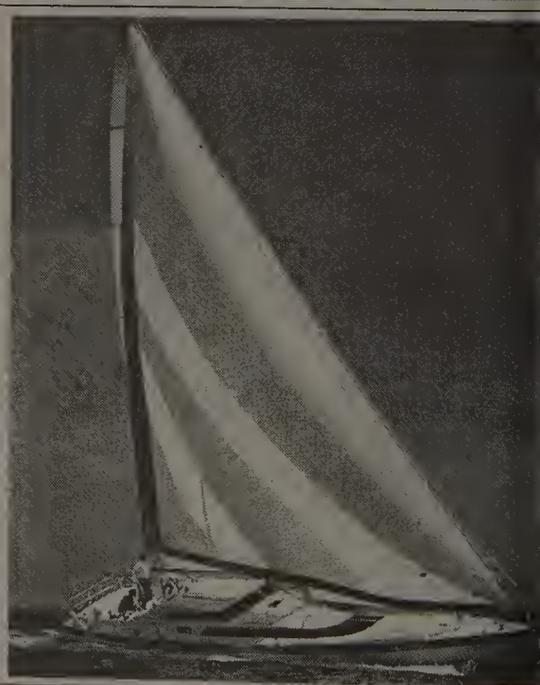
- Carries up to six passengers
- Berthed at Sausalito Yacht Harbor
- Available for private group charters, special events
- (415) 332-7805.

Maramel: This beautiful 54-ft William Hand staysail schooner is not only pretty, but a thrill to sail. Built in 1929, *Maramel* has been lovingly restored from stem to stern. Ideal for small groups interested in hands-on sailing on a real classic.

- Carries up to six passengers
- Berthed at Schoonmaker Marina, Sausalito
- Available for private group charters, special events, accredited sailing instruction, coastal sailing
- (415) 331-1282.







Magnum 44: This well-equipped Bob Perry-designed racer/cruiser is the 'flagship' of Atlantis Yacht Charters and can be bareboated as well as rented for skippered charters.

- Carries up to six passengers (on skippered trips)
- Berthed at Schoonmaker Marina, Sausalito
- Available for private group charters; or a bareboat
- (415) 332-0800

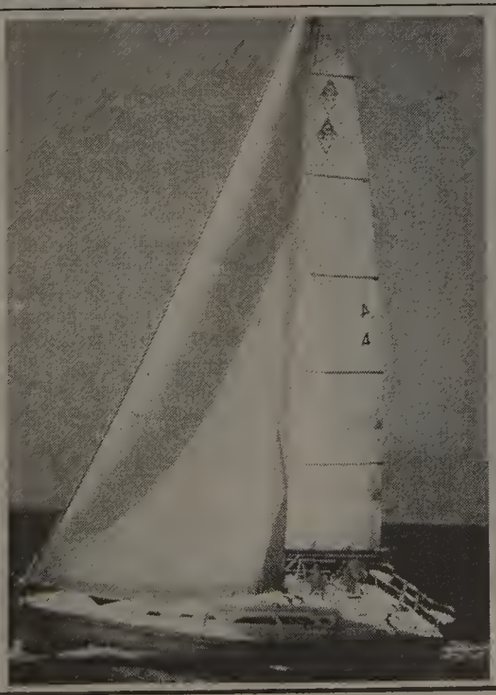
Carrera: This Capo 30 racer/cruiser is best suited to intimate group daysails and one-on-one instruction in Monterey Bay.

- Carries up to six passengers
- Berthed at Fisherman's Wharf, Monterey
- Available for private group charters; accredited instruction.
- (408) 375-0648

Zeus: Sleek, fast and sexy, this MacGregor 65 is the prime boat for big groups out of Monterey. Holder of several offshore racing honors, she retired from the race circuit in '92, but still know how to move!

- Carries up to 27 passengers
- Berthed at Fisherman's Wharf, Monterey
- Available for scheduled daysails including whale watching and Marine Sanctuary tours, private charters, special events including corporate
- Contact (408) 647-1957

Above: 'Rendezvous' decked out in her pirate finery — if you haven't had a ride on this old-timer, you've missed a Bay Area tradition. Bottom row, left to right: 'Magnum' heads out to the Central Bay in light air; 'Carrera' flies a kite — she offers daysails and instruction; 'Andiamo' keeps busy at Pier 39 every day; the catamaran 'Sea Raven' specializes in dinner cruises; 'Aria' is the youngster of the fleet; the custom cat 'Apparition' blasts past Sausalito.



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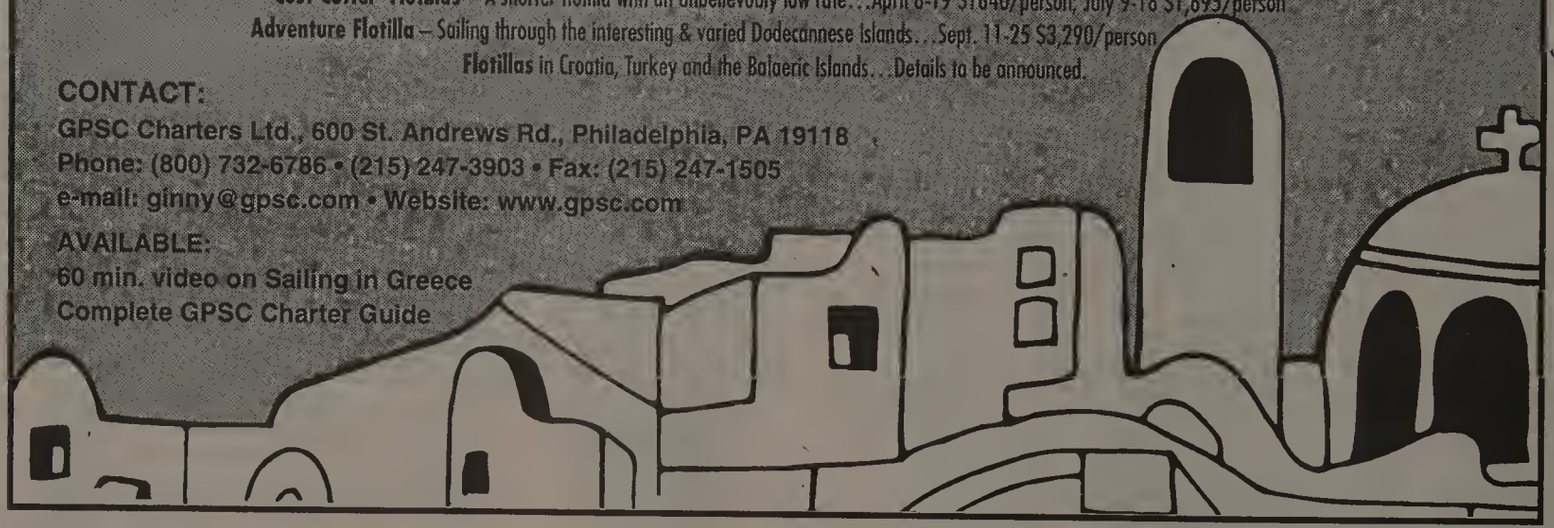

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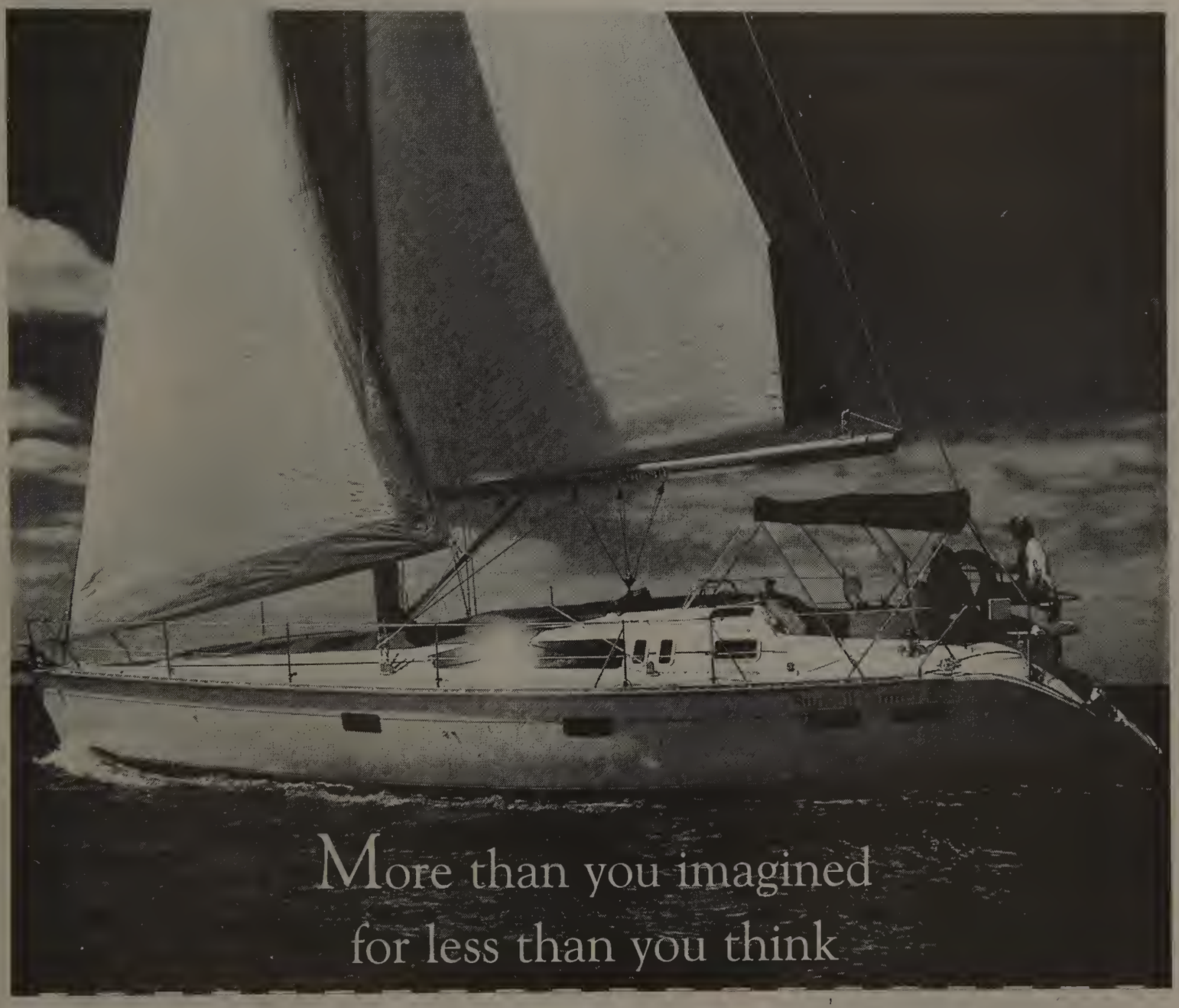

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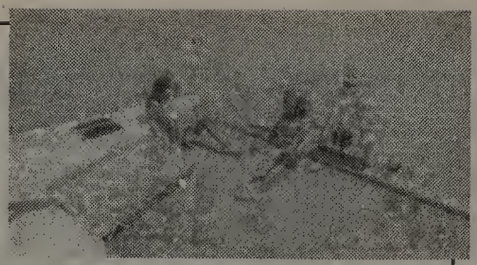

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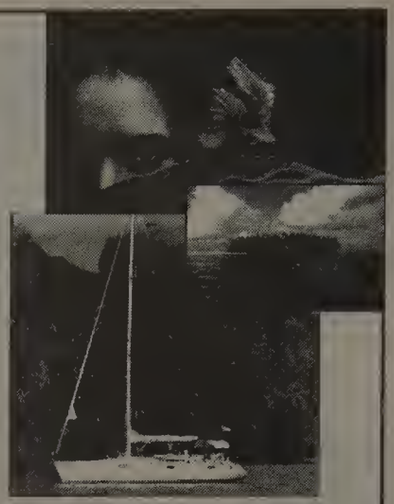

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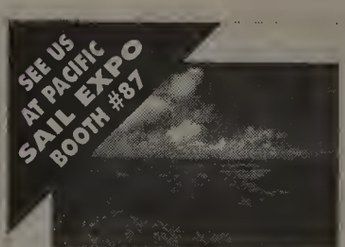

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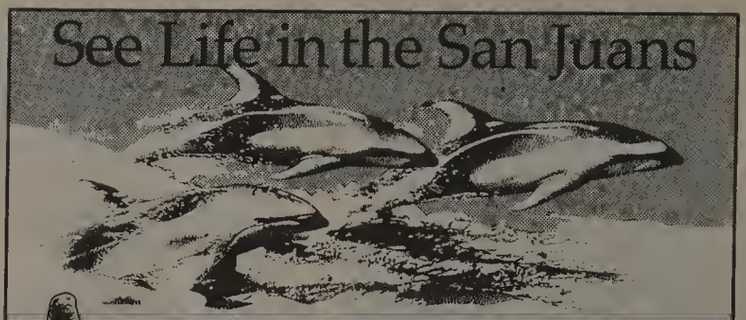

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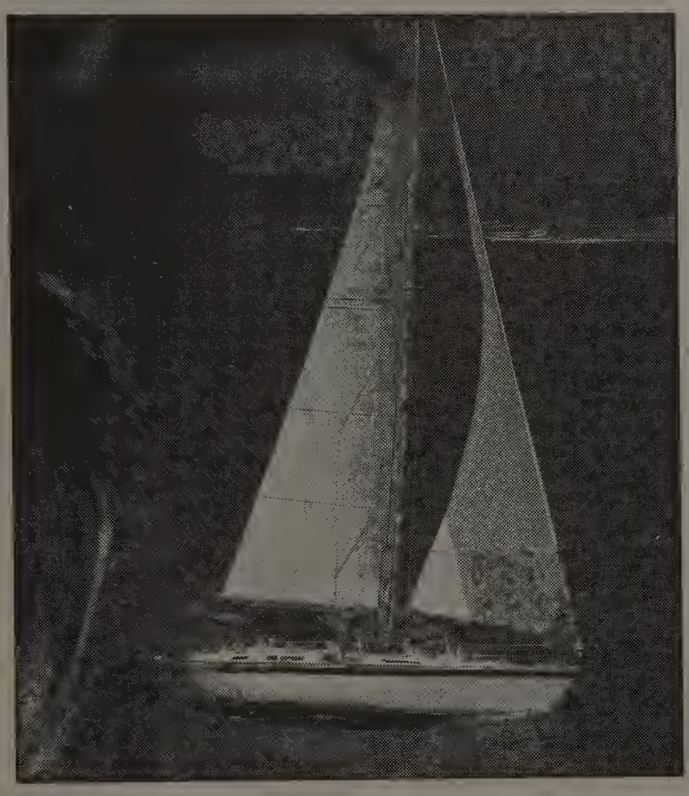

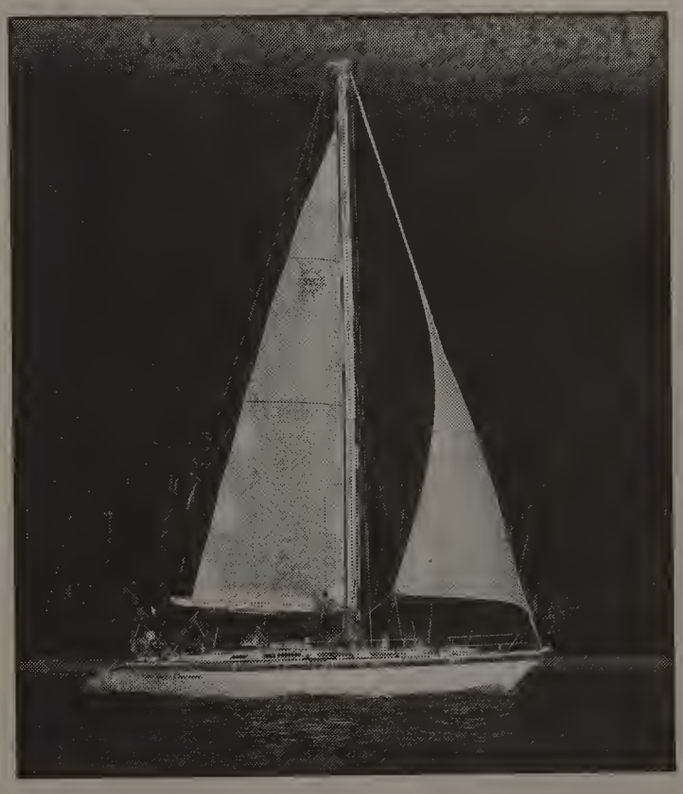

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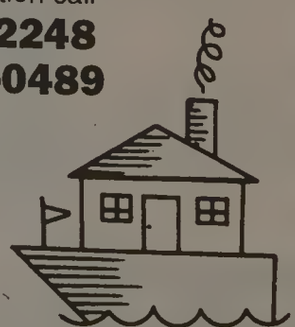

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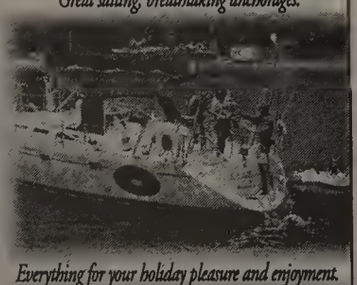

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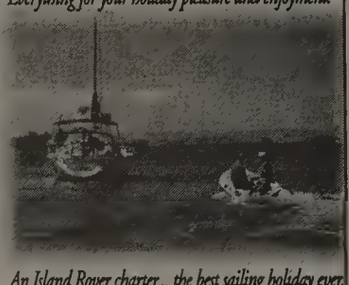

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THE RACING

*With reports this month on the first members of the **'98 U.S. Sailing Team**; the **Congressional Cup**; the revitalized **SORC**; the quick **SSS Farallones Race**; the three **St. Francis YC Invitationals**; the inaugural **W.D. Schock Memorial Regatta**; the first **San Diego NOOD**; the final results of **various midwinters**; and the usual trivia at the end known as **race notes**.*

U.S. Sailing Team News

The performance of the U.S. sailors at the Savannah Olympics two summers ago was the biggest bomb since the Manhattan Project — bronzes in the Soling and Europe class was a pitiful haul, especially after medalling in 9 of 10 classes at Barcelona in '92. Heeding that wake-up call, the Olympic Sailing Committee of US Sailing has started recruiting and grooming prospective medalists for the Sydney Games (scheduled for September, 2000) a bit earlier and more earnestly than in the past. Towards that goal, they recently announced two-thirds of the '98 US Sailing Team.

LATITUDE/ROB

Versatile dinghy sailor Carisa Harris, StFYC's junior sailing director, is the first Bay Area member of the US Sailing Team.

The team consists of the top five sailors in each of the 11 Olympic classes, ranked in order below. The rest of the 470 and Mistral classes will be named in the spring, as will the Soling, Star, 49er and Laser team players. Membership on this elite squad identifies sailors as strong contenders for an Olympic berth, and carries with it financial assistance, training opportunities, professional coaching and a bunch of cool clothes. The U.S. Sailing Team is sponsored by Rolex Watch USA and Sperry Top-Sider, while Douglas Gill and Team McLube are suppliers.

So far, the only local sailor named to the prestigious team is Carisa Harris, the 24-year-old director of junior sailing at St. Francis YC. After finishing fifth in the last Olympic Trials in the Europe class, Carisa recently switched to the 470. So far, she's only sailed two regattas in the class, teaming up with a crew she was introduced to by the Olympic Sailing Committee. "It's really no huge feat to make the team in 470s — it just sort of happened," allowed Harris. "There's a lack of depth in that class, although the top few sailors are quite good. But I was getting burned out on sailing the Europe, and this class is more fun for me right now."

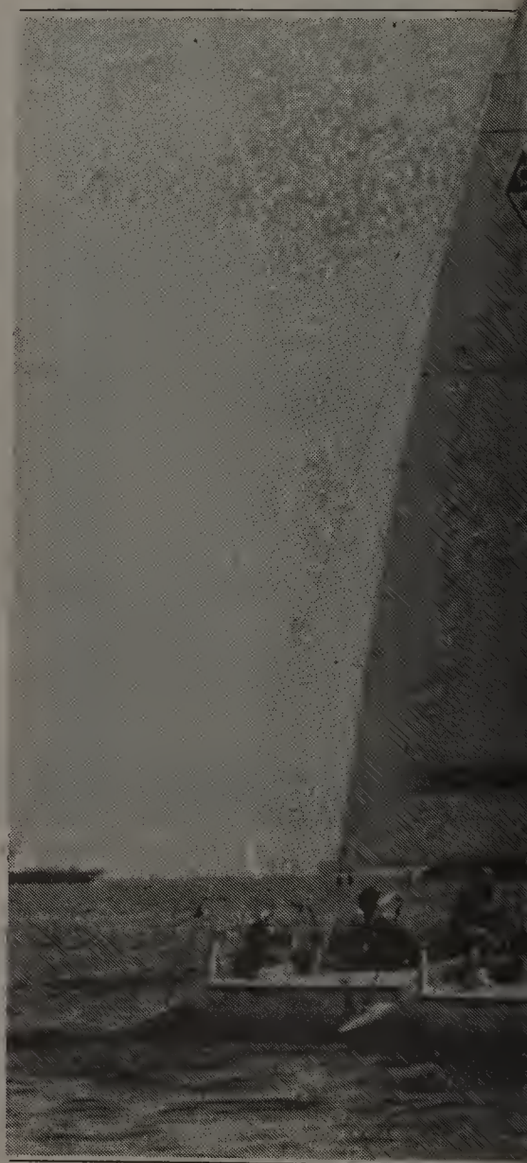
Carisa grew up in upstate Connecticut, sailing out of Larchmont YC. She was a two-time All-American sailor at Tufts, as well as the winner of the ICYRA Women's Nationals in '93-'94. Currently a graduate student at San Francisco State when not toiling at the yacht club, Carisa is naturally happy to make the '98 Sailing Team. However, she's not about to drop everything just to campaign for the Olympics. "I'm not in a position to make that kind of commitment right now," she said. "I'm more interested in the 2004 Games, probably in 470s."

EUROPE — Danielle Brennan (Centerport/New York, N.Y.); Meg Gaillard (Pelham, N.Y.); Amanda Clark (Shelter Island, N.Y.); Samantha Bames (Greenwich, Conn.); and Linda Wennerstrom (Key Biscayne, Fla.).

FINN — Darrell Peck (Gresham, Ore.); Andy Kern (Chicago, Ill.); Mike Deyett (Windham, N.H.); Brian Huntsman (Drexel Hill, Penn.); and John Callahan (Greenwich, Conn.).

MEN'S 470 — Morgan Reeser/Kevin Burnham (Wilton Manors/Coral Gables, Fla.); Larry Suter/Jonathan Farrar (Laurel, N.Y./Niantic, Conn.); and Paul Foerster/Bill Draheim (Garland/Rockwell, Texas).

WOMEN'S 470 — Whitney Connor/Elizabeth Kratzig (Noank, Conn./Corpus Christi, Texas); Tracy Hayley/Louise Van Voorhis (Coral Gables, Fla./



Webster, N.Y.); Courtenay Dey/Libby McKee (The Dalles, Ore./Seattle, Wash.); JJ Isler/Pease Glaser (La Jolla/Long Beach, Calif.); Carisa Harris/Liz Bent (San Francisco, Calif./Gloucester, Mass.).

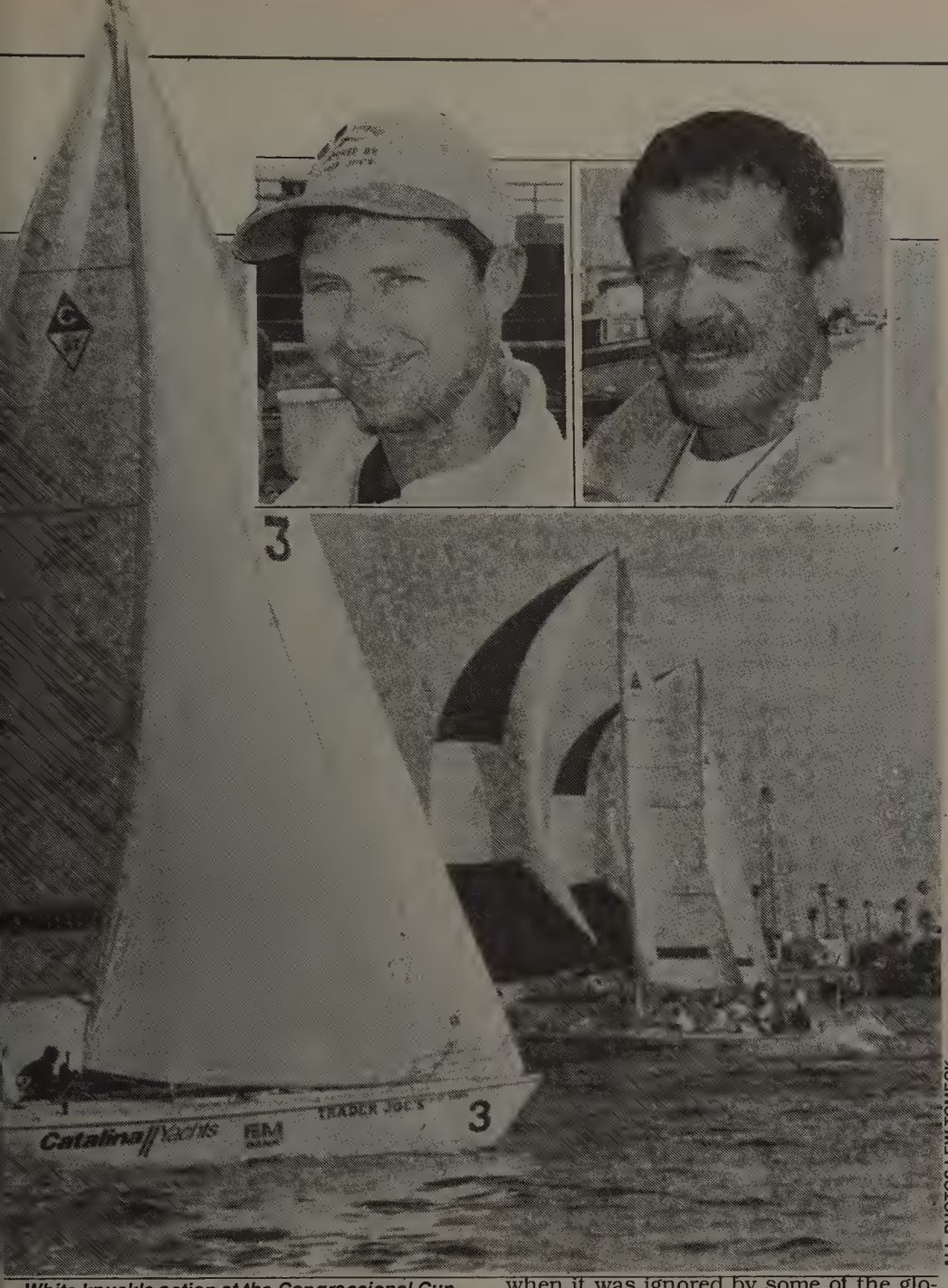
MEN'S MISTRAL — Randy Somnitz (Panama City, Fla.); Mike Gebhardt (Ft. Pierce, Fla.); and Peter Wells (La Canada, Calif.).

WOMEN'S MISTRAL — Lanee Butler (Aliso Viejo, Calif.); and Cara Reid (Edison, N.J.).

TORNADO — Robbie Daniel/Jacques Bernier (Clearwater/Daytona, Fla.); John Lovell/ Charlie Ogletree (New Orleans, La./Newport Beach, Calif.); Richard Feeny/Brian Doyle (Ithaca,N.Y./Darien, Conn.); Hans Barth/Jamie Livingston (Ft. Lauderdale/Miami, Fla.); Lars Guck/PJ Schaffer (both Bristol, R.I.).

Congressional Cup

There was Peter Holmberg from the U.S. Virgin Islands, Andy Green from the Imperial Poona YC, others from France, Germany, Italy, Sweden and Australia, a couple of stateside Americans, and Andrei Nikolaev from Russia, with luff. If the 34th Congressional Cup looked more like the United Nations than a sailboat race, it must be getting close to America's Cup time again.



ALL PHOTOS LEW TOMECK

White knuckle action at the Congressional Cup. Insets, runner-up Scott Dickson (left) and winner Peter Holmberg.

How many will be in New Zealand when challenger trials start in October of '99 remains to be seen. A $250,000 performance bond is peanuts compared to $15-20 million for one or two boats and assorted other stuff, and right now nobody has two corporate sponsors to rub together. But Holmberg, for one, looks to be on his way.

Last December, on two months' notice, Holmberg, 37, put together a dandy Grade 1 match-racing event in Charlotte Amalie Harbor at St. Thomas. Nobody ever sails in the harbor, but what a backdrop for showcasing the USVI's challenge, what with steel pan bands playing and cruise ships coming and going like tour buses every day.

Now Holmberg, with 14 wins and 4 losses in a straight double round-robin format, has gone and won the good old Congressional Cup. After a dowdy time when it was ignored by some of the global mercenaries, the event has spruced itself back up to Grade 1 status with cash prizes and a class field. True, the total purse was only $15,000 — which would hardly make the down payment on a mainsail for an International America's Cup Class machine — but it would keep Holmberg going, happy with his $7,500 cut that would get him and his core crew to Auckland for April's Mini-America's Cup, and who knows how many patriotic patrons are just waiting to see which effort looks like a winner?

Hey, mon, you gotta like a suntanned team of Steve Gruver, Ben Beer, Morgan Avery and Matt Smith — like Holmberg, Virgin Islanders all — plus John Cutler, the displaced but adopted Kiwi who drove for *Nippon Challenge* in 1995.

Certainly, the challengers for the ewer will be fewer than the 16 who ante'd up their $250,000 performance bonds in January. Some of them were at Long Beach, perhaps visible for the final time, for only a fool would describe the occasion as a preview of America's Cup 2000.

One was France's Luc Pillot, whose *Yaka Challenge* was temporarily taken off life support when it merged with — uh, let's see, *Union National pour la Course au Large* — each presumably forking over 125 grand. Pillot was third at 11-7.

Another: San Francisco's *America True*, with CEO Dawn Riley on mainsheet still looking for a designated helmsman and Annapolis' Terry Hutchinson at the wheel, as he was in the Virgins. Hutch was fifth at 10-8, a slight improvement from St. Thomas.

Also: Italy's Francesco de Angelis, an accomplished fleet racer being groomed by the worldly Rod Davis to drive *Prada*'s proud fleet, money no object. With Olympic Star gold medalist Torben Grael beside him, de Angelis turned a promising 6-12 in only his second match event.

And finally: Nikolaev, the leading candidate to steer *Age of Russia* into the 21st century of sailing, even as the '92 hulk of the same name rests in peace on the hard on the San Diego waterfront, a monument to impossibly high hopes.

Collectively, sailing five days in disappointing light-to-moderate winds near the beach on the outer harbor, the five A-Cup campaigners won 42 matches and lost 48. It would have looked better not counting Nikolaev's 1-17, but it may still be too early to take off the training wheels. One must say that Nikolaev and his comrades were far more demonstrative when they took their sole victory than the too-cool Holmberg and his mates were when they clinched the championship.

The others who plan to join the rest of us watching Auckland on TV did some pretty fair sailing, too — most notably, Scott Dickson, 27, a Kiwi living in Long Beach who represented the host club. A long-lost older brother named Chris — last seen in Cape Town after Leg 1 of the Whitbread — called tactics and worked the mainsheet for Dickson, who would have carried Holmberg to a last-race showdown if he hadn't lost the next-to-last race to — *mama mia!* — de Angelis. Dickson then won that meaningless race to sweep Holmberg for a moral victory and collect $5,000, double the bounty claimed by Pillot, whom he also beat twice. He split the loot with a strong crew of Greg Weeger, Mike Pentecost, Keith Kilpatrick and Peter Heck — names familiar on West Coast big boats.

The others were erratically successful. Germany's Markus Wieser, fourth at 11-7, represented the enigmatic Deutscher

Touring YC, which has the odd tradition of dropping crewmen overboard. It happened twice to bowman Tom Swift from Zanzibar (I'm not making this up), once in the company of trimmer Eberhard Magg. Wieser allowed that the problem may have had something to do with the skippers persuading the organizers to let them remove the stanchions and lifelines, lest their sturdy Catalina 37s get tangled up in close encounters and risk forfeiting their $2,500 damage deposits.

And the sailors weren't the only ones who went swimming. Umpire Henry Menin from the USVI found that standing on two boats at once doesn't work.

Australia's cherubic veteran Neville Wittey of the handlebar mustache was cutting up, as usual, soliciting good-luck charms of lingerie each day, leaving observers to wonder if he might do better than his 9-9 performances in the last two years if he took the event seriously.

Britain's 24-year-old Andy Green, fresh from winning the Omega Achievement award as the hot new arrival on the tour, his crop of bleached-blond hair whipping in the breeze, also went 9-9 for the glory of the Imperial Poona YC of India, whose intriguing story will be saved for proper space to do it justice.

The last of this smorgasbord of sailing was Sweden's Magnus Holmberg, ranked #13 but whose off-week (6-12) included Nikolaev's only win.

Hutchinson sailed hot and cold, from 1-3 one day to 3-1 another, and was at odds with the on-water umpires — he wasn't alone — especially after they black-flagged him for failing to do an immediate penalty turn when he fouled Wieser while already carrying a foul. With six languages being spoken on the water that day, Hutchinson's may have been the most colorful.

— rich roberts

FINAL STANDINGS — 1) Peter Holmberg, U.S. Virgin Islands, 14-4, $7,500; 2) Scott Dickson, Long Beach, 13-5, $5,000; 3) Luc Pillot, France, 11-7, $2,500; 4) Markus Wieser, Germany, 11-7; 5) Terry Hutchinson, Annapolis, 10-8; 6) Neville Wittey, Australia, 9-9; 7) Andy Green, Great Britain, 9-9; 8) Francesco de Angelis, Italy, 6-12; 9) Magnus Holmberg, Sweden, 6-12; 11) Andrei Nikolaev, Russia, 1-17.

57th Cutty Sark SORC

Since revising this classic ocean racing series from several time-consuming offshore races to a week-long inshore format, the SORC has steadily grown in popularity. This year, with Cutty Sark's sponsorship, the late February regatta attracted a record 173 entries. The impressive turnout was bolstered in large part by the inclusion of several keelboat one-design classes which sail on courses set in Biscayne Bay, while the larger one designs and IMS competitors competed off Miami's South Beach.

The new Farr 40 'Solution', sailed by hot owner/driver John Thomson, was the top boat at this year's Sark SORC.

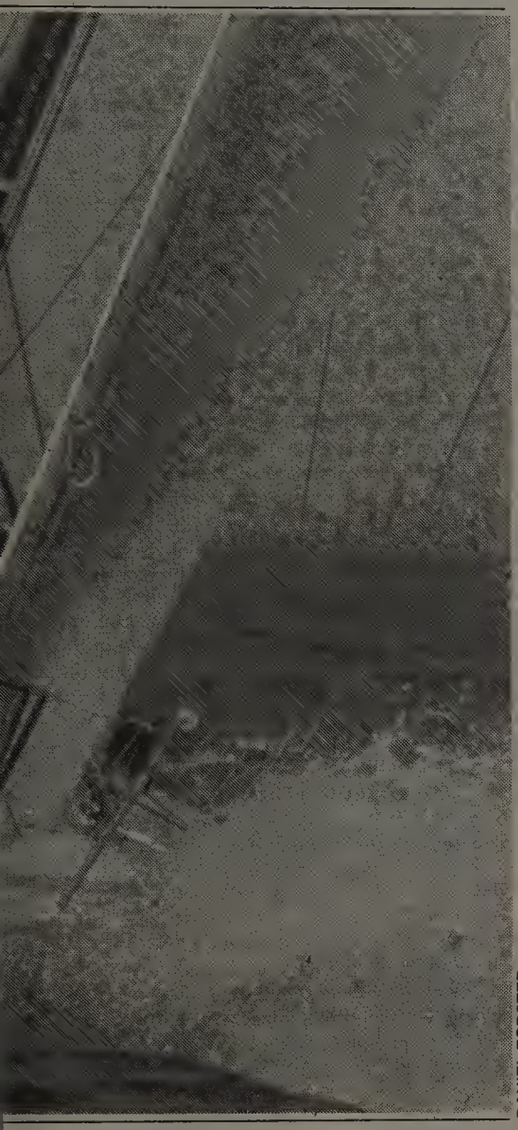
This year the offshore course area was further subdivided, with a Farr-only one-design course area established for nine Corel 45s, eleven Farr 40s, just six Mumm 36s, and fourteen Mumm 30s.

As seen in other major U.S. regattas in recent years, one designs dominated the event, comprising over two-thirds of the entries. The largest of these was the 1D-48 class, which routinely attracts several America's Cup challenge teams and other pro-level talent. Eight 1D-48s chased early frontrunner *Abracadabra*, owned by Dr. Jim Andrews and driven by John Kolius. *Abro* came into the series the favorite, having won both class and overall Boat of the Week honors a few weeks earlier in Key West.

Going into the ninth and final race of the series, however, *Abracadabra* had ceded her lead to Doug and Dick DeVos' *Windquest*, driven by Morgan Larson with tactical help from John Kostecki. Jay Ecklund's *Starlight*, driven by Harry Melges, had also closed to within a point, so the victor among these three would win the class.

In a series characterized by benign 8-14 knot conditions, it was ironic that the final and deciding race was sailed in the teeth of a cold front, with torrential rain and wind gusting to over 35 knots. With *Windquest* returning to the line after a premature start, it was Dawn Riley's *America True* that emerged on top. *Abracadabra* fought back to beat her closest rivals for second in the race and first in the series.

In the modest seven-boat IMS class, Helmut Jahn's Farr 49 *Flash Gordon*, driven by Ken Read, had enough of a lead to sit out the last day's rainy finale, but opted to sail anyway. While losing the battle in this last race to class runner-up *Breeze* (ex-*Madino Milano*), Paulo Gaia's Farr 49 driven by Thomasso Chieffi, *Flash* had already won the war. The newest IMS entry in the class was Craig Speck's N/M



DANIEL FORSTER

43 *Vim*. Even with designer Bruce Nelson on the helm, they couldn't get by the bigger boats and placed third.

On the Farr course, the racing in some classes was also dominated by the eventual class winners, with George Andreadis' Corel 45 *Atalanti*, driven by Jochen Schumann, leading the way. In decisively chalking up her third consecutive victory with a day to spare, *Atalanti* is proving yet again she is the boat-to-beat in this class. Terry Hutchinson, driving *Trewa Novelum*, also sat out the last day after winning all but two races in an abnormally small pre-Worlds Mumm 36 class. But while the reigning US Mumm 30 champion JB Braun took an early lead on his *Thalia*, he relinquished it to Ed Collins' and Barry Allardice's *USA 48* after a poor showing in Race 6. The two had three wins apiece in the 14-boat class.

Another tightly-contested group on the Farr course was in the amateur-driven Farr 40 One Design class, making its SORC debut with 11 entries. John Thomson's *Solution* entered the regatta as the favorite, having won the two previous class events. Going into the final race, *Solution* had fulfilled that promise by maintaining a close but not uncomfortable lead over Steve Garland's *Wired*. In the breezy final contest, however, *Solution*'s mast partners broke, and the crew was forced to nurse the boat around the course, losing places in the process. However, with *Wired* finishing only a few yards behind Bill Ziegler's *Gem*, and *Solution* able to hold on to seventh place, Thomson managed to win the class by a mere quarter point.

This feat helped earn *Solution* another accolade, the overall Performance Trophy award, given to the event organizers' choice of the top-performing series yacht.

— dobbs davis

COREL 45 — 1) **Atalanti X**, George Andreadis/Jochen Schumann, Miami, 28 points; 2) **Indulgence**, Graham Walker, London, 35.75; 3) **Rush**, Tom Stark, Riverside, CT, 39. (9 boats)

FARR 40 — 1) **Solution**, John Thomson, Port Washington, NY, 24.25 points; 2) **Wired**, Steve Garland, Hingham, MA, 24.5; 3) **Southern Star**, John Calvert-Jones, Melbourne, AUS, 41.75. (11 boats)

MUMM 36 — 1) **Trewa Novelum**, Terry Hutchinson, Harwood, MD, 15.5 points; 2) **Goose II**, Mats Johansson, Onsala, SWE, 20.5; 3) **Prosail**, Willim/Busch, Kiel, GER, 26. (6 boats)

MUMM 30 — 1) **USA 48**, Ed Collins/Barry Allerdice, Clinton, CT, 23 points; 2) **Thalia**, JB Braun, Marblehead, MA, 32.25; 3) **Maximumm Dread**, Marshall Gladchun, Port Huron, MI, 35.75. (14 boats)

ONE DESIGN 48 — 1) **Abracadabra**, Jim Andrews/John Kolius, Birmingham, AL, 25.5 points; 2) **Windquest**, Doug DeVos/Morgan Larson, Ada, MI, 26.5; 3) **Starlight**, Jay Ecklund/Harry Melges, Wayzata, MN, 29.5. (8 boats)

IMS — 1) **Flash Gordon 3**, Farr 49, Helmut Jahn/Ken Read, Chicago, 16 points; 2) **Breeze**, Farr 49, Paolo Gaia, Milan, ITA, 25.25; 3) **Vim III**, N/M 43, Craig Speck, Grand Rapids, MI, 29.75. (7 boats)

PHRF I — 1) **Fatal Attraction**, Farr 39, Gray Kiger, Norfolk, VA, 23.25 points. (8 boats)

PHRF II — 1) **Tiburon**, Melges 30, Mark Watson, San Antonio, TX, 15.75 points. (4 boats)

PHRF III — 1) **Dynamo I**, Dobroth 42, Eric Moog, Niagra, ONT, 13.25 points. (11 boats)

PHRF IV — 1) **Hustler**, J/29, John Esposito, New Rochelle, NY, 5.25 points. (7 boats)

PHRF V — 1) **Private Reserve**, S-2 7.9, John Musa, Fort Collins, CO, 6.5 points. (7 boats)

HOBIE 33 — 1) **Bandit**, DeKok/Elliot, Pampano Beach, 12.25 points. (10 boats)

MULTIHULL — 1) **Yol**, F-25c, Randy Smyth, Fort Walton, FL, 16.25 points. (12 boats)

ETCHELLS — 1) **USA 1000**, Vince Brun, San Diego, 26 points. (33 boats)

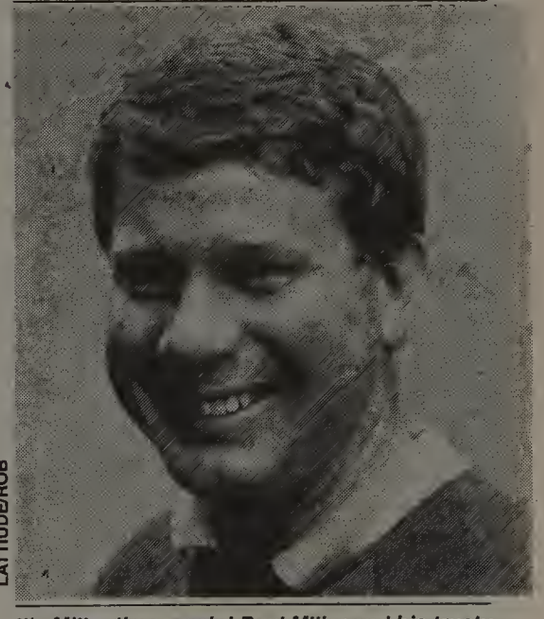
MELGES 24 — 1) **Heartbreaker**, Robert Hughes, Ada, MI, 12.75 points. (26 boats)

Singlehanded Farallones

Sherman, set the wayback machine! The overall winner of this year's gray and rainy SSS Singlehanded Farallones Race was a 36-year-old woodie, Paul Miller's Herreshoff Rozinante *Honalee*. Other class winners were almost as prehistoric, including a vintage Black Soo, a Cal 40 and a Newport 30. "This race could set the yachting industry back a few decades," joked Miller, who is the vice commodore of SSS. "People may stop buying new boats when they hear about it!"

The conditions which set up this 'time warp' on March 21 were favorable currents and a 20-to-30-knot southerly that turned the race into a reach in each direction. No course records were broken, but only because no big boats were entered. The first multihull back was *Wingit* at 3:44 p.m., after 6:39:51 on the 58-mile course. *Punk Dolphin* was the first monohull home at 4:27 p.m., finishing in 7:32:54. *Honalee* pulled back into the Golden Gate YC at 5:40 p.m. after a relatively speedy 8 hour, 55 minute round trip. "I never dreamed it was possible to do this race in my boat without having to use running lights," marveled Miller. The entire fleet was done by 8 p.m., making this collectively one of the faster races on record.

The ride was wet and bumpy, forcing 23 boats to retire early, many with minor gear failure. There was an unconfirmed rumor of a skipper breaking some ribs, and another report of the Coast Guard coming out to assist a Swan 47 that suffered from 'minor flooding'. "It was really wet, with waves breaking over the boat every 15 seconds," reported Miller. "Basically, it reminded me of sailing my International Canoe on the Berkeley Circle!"



LATITUDE/ROB

It's Miller time, again! Paul Miller and his trusty 'Honalee' are a tough combination to beat in shorthanded races.

Miller gives *Honalee*, which rates 228, a lot of credit for the win: "She loves to reach; the more wind the better!" But Paul

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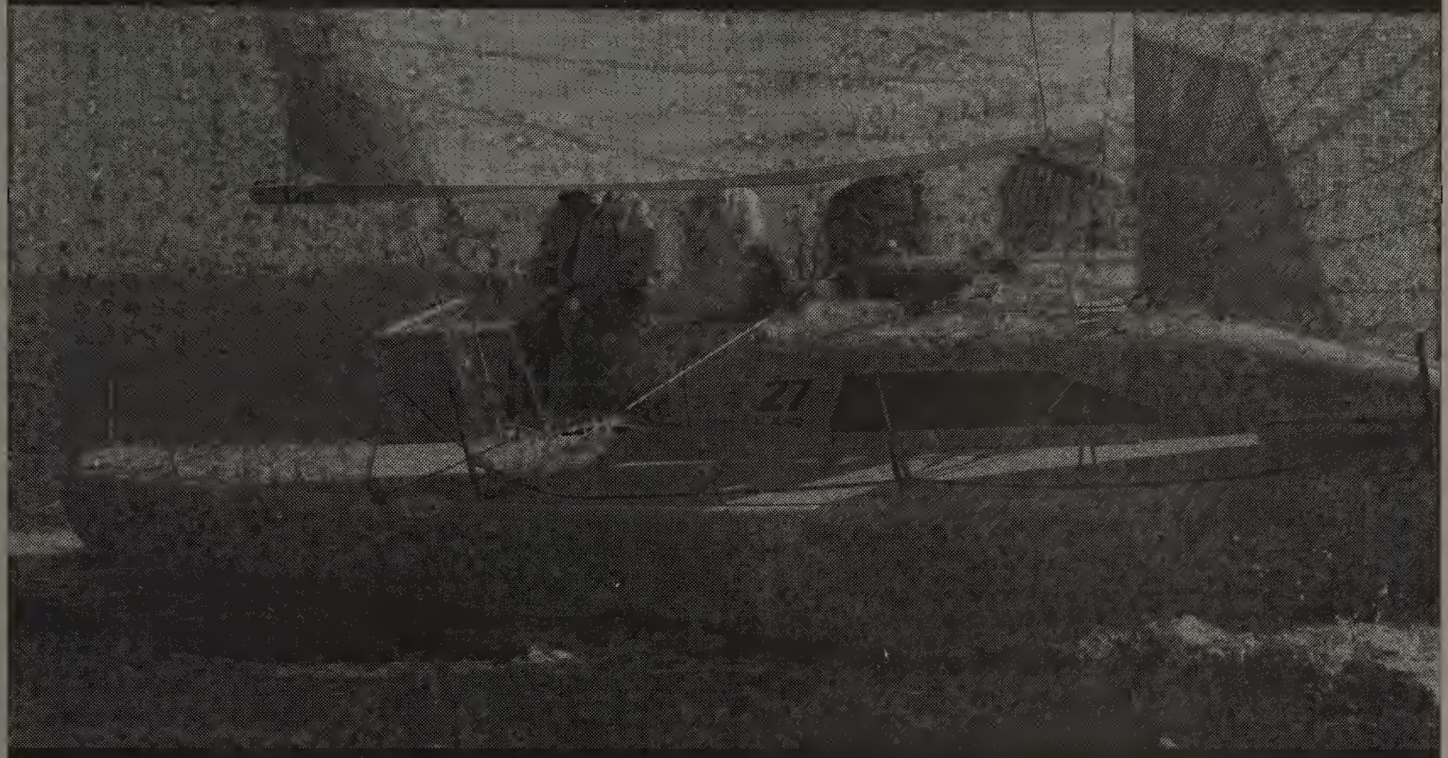

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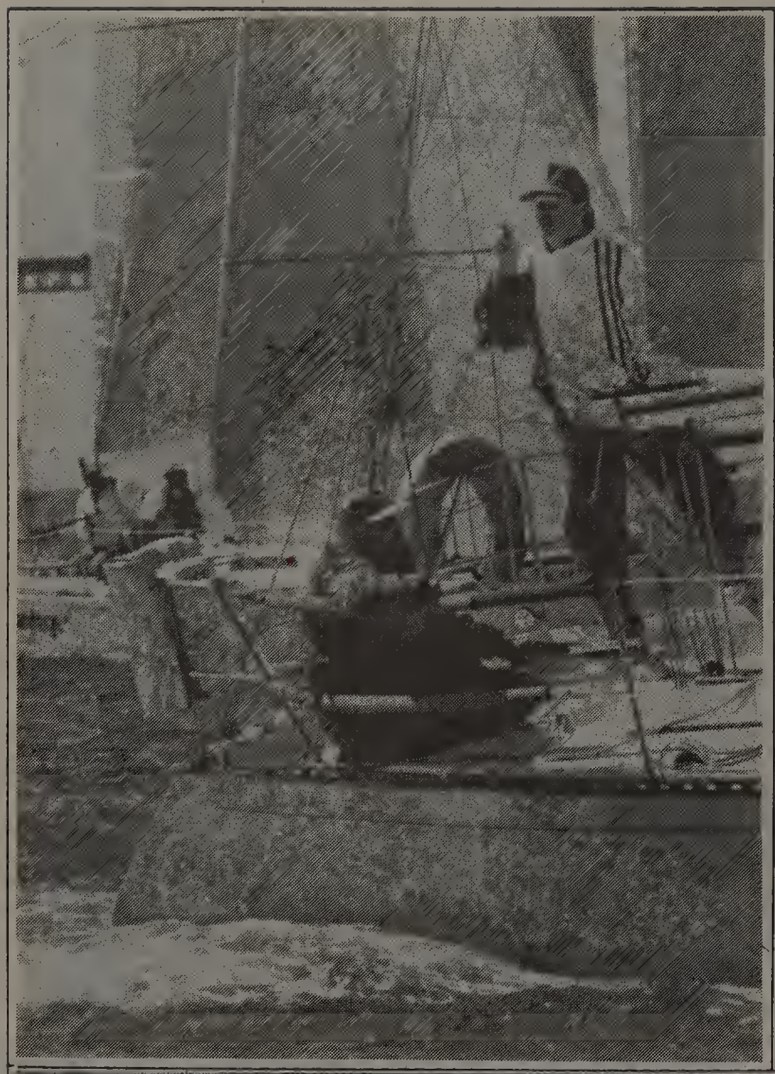
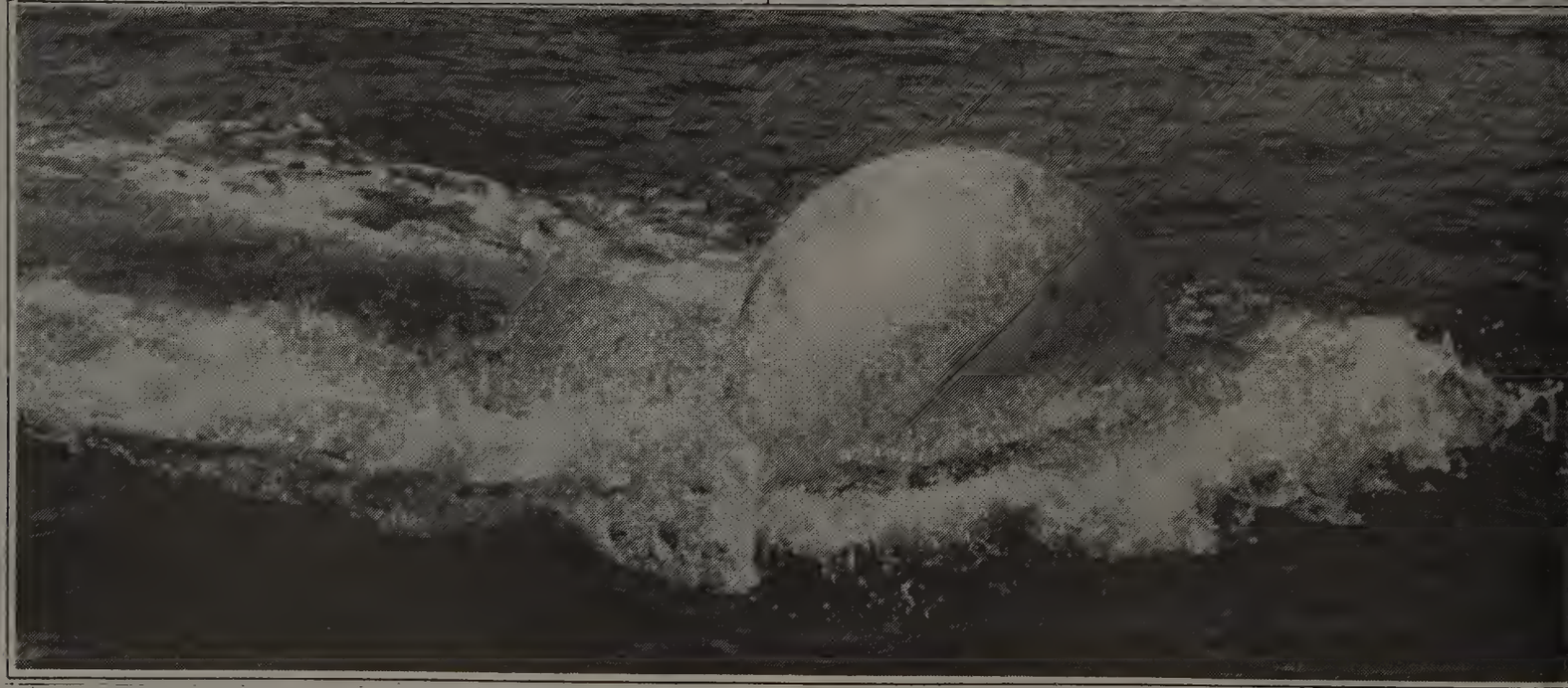


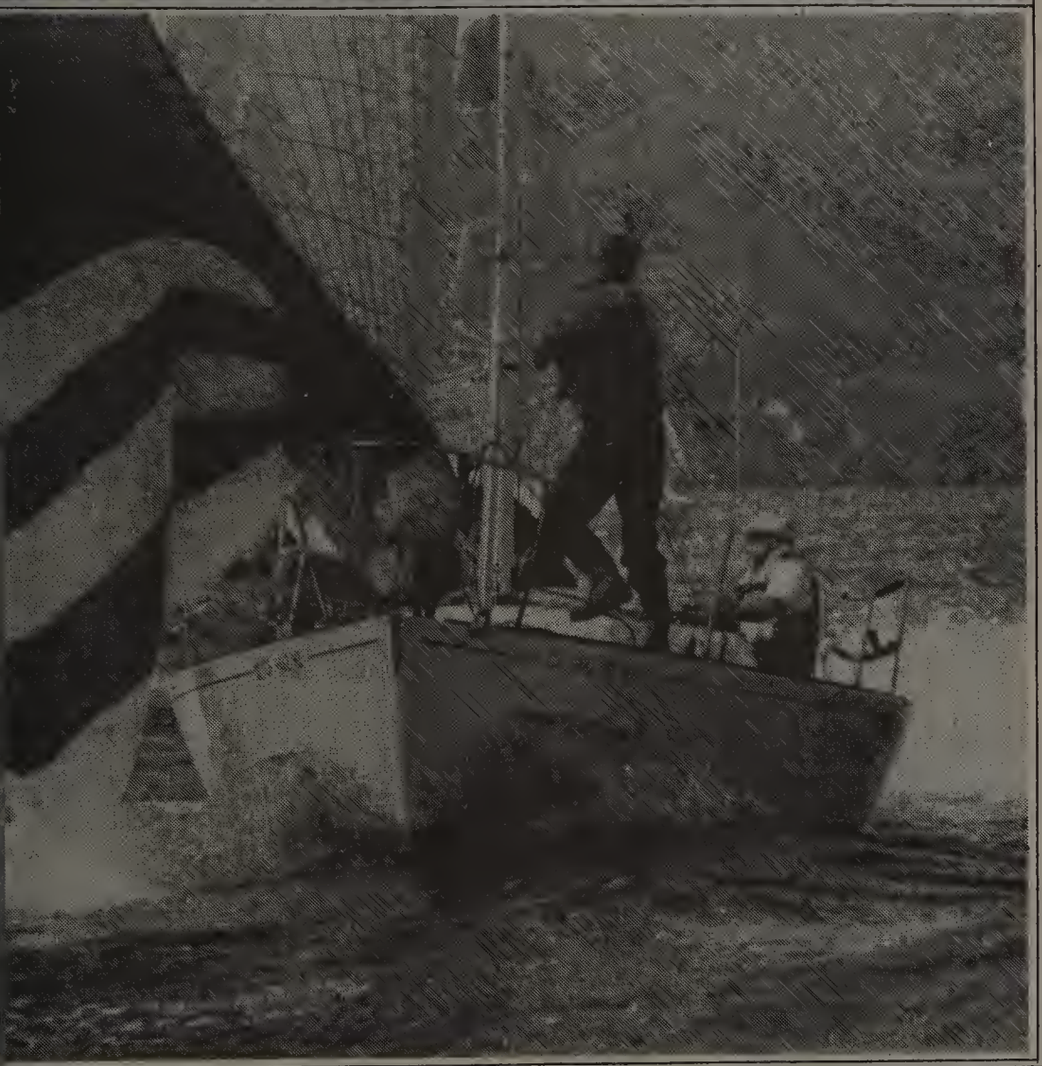


also sailed really aggressively, getting off to a good start with a jib up and then passing boats that were floundering while downshifting from #1s. He arrived at the barren island in the company of Express 27s and Olson 30s, so he knew he was doing well. "The hardest part of the race was the one-mile beat around the back side of the island (which had to be left to port)," claimed Miller. "But it was worse for the ULDBs." Once around, he shook the reef out of his mainsail, and then was one of only a handful of hardy souls to set a spinnaker upon nearing the Golden Gate.

Honalee corrected out 14 minutes over the next boat, Gary Kneeland's Ranger 23 *Impossible*. Reflecting the lack of upwind work, Class IV boats swept the top spots. "Sometimes it all just comes together," figured Miller. "But win or lose, it was an exhilarating day to be out sailing in the ocean."

CLASS I (multihulls) — 1) **Wingit**, F-27, Ray Wells. (3 boats; 1 DNF)

CLASS II (under 129) — 1) **Illusion**, Cal 40, Stan Honey; 2) **Punk Dolphin**, Wylie 39, Jonathan Livingston; 3) **Lanikai**, Catalina 42, Doug McClaflin; 4) **Aria**, Catalina 400, Chris Ellison; 5) **Berserker**, Ericson 38, Mark Deppe. (13 boats; 4 DNF)



Current? Yeah, there was just a little at the StFYC One Design Invitational. All photos 'Latitude'/jr.

CLASS III (130-168) — 1) **Uno**, WylieCat 30, Steve Wonner; 2) **Silkye**, WylieCat 30, Larry Riley; 3) **Pelagic Fantasy**, Newport 33-PH, Richard Holway; 4) **Sorcerer**, C&C Half Ton, Greg Cody; 5) **Tinsley Light V**, WylieCat 30, Hank Grandin. (16 boats; 2 DNF)

CLASS IV (169-up) — 1) **Honalee**, Herreshoff Rozinante, Paul Miller; 2) **Impossible**, Ranger 23, Gary Kneeland; 3) **Blitzen**, Ranger 23, Michael Polkabla; 4) **Crossing the Rubicon**, Cal 27, Rod Percival; 5) **Chelonia**, Yankee 30, Ed Ruszel. (13 boats; 2 DNF)

CLASS V (non-spin) — 1) **Amanda**, Newport 30 Mk. II, Pat Broderick; 2) **Leilani Too**, Catalina 36, Jay Capell; 3) **Westerly**, Westsail 39, Steven Wilson; 4) **Avalon**, WC 39, Fred Hess; 5) **Angellque**, Cal 40, Robert Treacy. (17 boats; 10 DNF)

CLASS VI (ULDB) — 1) **Mirage**, Black Soo, Ben Mewes; 2) **Legs**, Moore 24, Lester Robertson; 3) **Motorcycle Irene**, Express 27, Will Paxton; 4) **Velocious**, SC 27, GW Grigg; 5) **Tailchaser**, Moore 24, Bob Hogin. (17 boats; 4 DNF)

OVERALL — 1) **Honalee**; 2) **Impossible**; 3) **Blitzen**; 4) **Crossing the Rubicon**; 5) **Chelonia**. (79 boats)

StFYC Spring Invitationals

The '98 racing season got underway — and race manager Matt Jones's well-deserved winter vacation came to an end — with the traditional trio of St. Francis YC-hosted tune-up regattas last month. All the hot one design classes were represented, with participants eager to see who might have found a speed edge during the winter layoff. Conditions were challenging for the race committee (too much current, and either too much or too little wind), but all three weekends came off well.

"It was a pleasure to sail under professional race management again," noted one of our friends, who then launched into a spirited tirade about recent "overpriced regattas run by amateurs who think they're better than they actually are."

As the following results suggest, the pecking order in most classes hasn't changed much since last year. That's probably not a good thing for classes in the long run, but it's a fact of life — especially in the classes which don't travel outside the area to compete.

ONE DESIGN INVITATIONAL (March 7-8):

EXPRESS 37 — 1) **Expeditious**, Bartz Schneider, 7 points; 2) **Re-Quest**, Glenn Isaacson, 7; 3) **Spindrift V**, Larry & Lynn Wright, 7. (6 boats; 3 races)

J/35 — 1) **Major Damage**, Chris Perkins/Dave Wilson, 3 points; 2) **Jabiru**, Brian Dunn/Bill West, 6. (4 boats; 3 races)

SANTANA 35 — 1) **50/50**, Mark Sloane, 2 points; 2) **Dance Away**, Doug Storkovich, 5. (5 boats)

J/105 — 1) **Limelight**, Harry Blake, 2 points; 2) **Jose Cuervo**, Sam Hock, 6; 3) **20/20**, Phil Gardner, 8; 4) **Walloping Swede**, Tom Kassberg, 11; 5) **Bella Rosa**, Dave Tambellini, 11. (12 boats)

OLSON 30 — 1) **Zephyros**, Cal Maritime/Kim Dincel, 2 points; 2) **Run Wild**, Dale Irving, 7; 3) **Hoot**, Andy Macfie, 8; 4) **Lurker**, Paul Martson, 9. (10 boats)

J/29 — 1) **Advantage II**, Pat Benedict, 2 points; 2) **White Lightning**, Harvey Shlasky, 6; 3) **5150**, Hans Bigall, 6. (6 boats)

MELGI — 1) **Twist & Shout**, Jessica Lord, 5 points; 2) **Agent 99**, D. Dimitrelis, 5; 3) **SUV**, Wadbrook/Usher, 5; 4) **Mary Don't Surf**, Mark Eastham, 5. (10 boats)

(2 races unless otherwise indicated)

DINGHY INVITATIONAL (March 14-15):

FINN — 1) Darrell Peck, 15 points; 2) Russ Silvestri, 22; 3) Joby Easton, 34; 4) John Callahan, 40; 5) Eric Oetaen, 43. (13 boats)

EUROPE — 1) Sam Barnes, 9 points; 2) Lynn Olinger, 11. (4 boats)

LASER — 1) Marty Hartman, 18 points; 2) Charles Meade, 19; 3) Pat Whitmarsh, 20; 4) Will Benedict, 23; 5) Peter James Phelan, 25; 6) Andrew Holdsworth, 25; 7) Kimbal Hall, 42; 8) Chad Frietas, 46; 9) John Bonds, 54; 10) Dana Jones, 54. (32 boats)

LASER II — 1) Arianne & Amanda Rettinger, 8 points; 2) Abby Swann/Katie Clausen, 13. (4 boats)

I-14 — 1) Gary Gremaux/Chris Hanke, 10 points;

2) Keith Stahnke/Peter Moeler, 12; 3) Zach Berkowitz/Karl Baldauf, 19; 4) Andrew Bates/Kurt Schmidt, 20; 5) Brad Ruetenik/Jake Scala, 37. (12 boats)

SNIPE — 1) John Tagliamonte/Abby James, 9 points; 2) Shawn & Debbie Bennett, 12; 3) Standish & Anne O'Grady, 15; 4) Amy & Elizabeth Pontious, 29. (10 boats)

505 — 1) Howard Hamlin/Mike Martin, 9 points; 2) Bruce Edwards/Dave Shelton, 12; 3) Tom Poore/Stewart Park, 15; 4) Bruce Tilley/Paul Kerner, 35. (9 boats)

(6 races, no throwouts)

KEEL INVITATIONAL (March 21-22):

11:METRE — 1) **Team Citibank**, Peter Stoneberg/Jeff Madrigali, 4 points; 2) **Altoids**, John Sweeney, 9; 3) **Structured Fun**, Mike Ratiani, 12. (7 boats)

ETCHELLS — 1) **Trouble**, Chris Perkins, 5 points; 2) **Mr. Natural**, Bill Barton, 9; 3) **Final Final**, Hank Easom, 13; 4) **I Love My Wife**, Craig Healy/Nick Gibbens, 14; 5) **#860**, Bob Park, 25. (12 boats)

EXPRESS 27 — 1) **New Moon**, Carl Schumacher/John Franklin, 10 points; 2) **Baffett**, Tom Baffico/Forest Baskett, 14; 3) **Sonita**, Craig Page/Bill Melbostad, 14; 4) **Peaches**, John Rivlin, 16. (9 boats)

J/24 — 1) **Max Hardcored**, Susie Gregory/Tim Duffy, 7 points; 2) **Grinder**, Jeff Littfin, 10; 3) **Electra**, Andrew Tuthill/Neil Gibbs, 11; 4) **Casual Contact**, Seamus Wilmot, 19; 5) **Evolution**, Dennis Holt, 20. (12 boats)

MOORE 24 — 1) **Adios**, Scott Walecka, 4 points. (3 boats)

(4 races, no throwouts)

Schock Regatta

One hundred and twenty Schock-built boats gathered in Newport Beach on the sunny weekend of March 7-8 for the first annual W.D. Schock Memorial Regatta. "It was a pretty amazing turnout," noted Tom Leweck, who served as tactician on *Outlier*, the winning Schock 35. "This will undoubtedly be one of the five biggest regattas sailed in Southern California this year."

Sponsored by the Schock Corporation, Newport Harbor YC, Ullman Sails and Harken, the new regatta honors the late W.D. 'Bill' Schock, one of the early pioneers of fiberglass boatbuilding and founder of the Corona-based company that bears his name. Son Tom Schock, who runs the shop now, took home a major door prize at his family's new party — namely first place in the gigantic (28 boats) and highly competitive Santana 20 class. Meanwhile, wife Jane Schock fell just one point short of winning the big Harbor 20 class.

However, the most competitive class was probably the 32-boat Lido 14 fleet, which sailed in two divisions. National champion George Szabo, a Sobstad sailmaker in San Diego, and crew Jeff Baker took that class by a point over Chris Raab and Mike Sturman. Szabo then went on to win the 'Champion of Champions' race, an evening exhibition match that pitted each of the seven class' national champions against each other in the popular new Harbor 20 one designs.

"I wish my father could have been here," said Tom Schock. "He would have loved seeing all the boats he created and all his old friends out enjoying them. . . It was really fun! Next year, we hope to attract even more entries, especially from Northern California."

SCHOCK 35 — 1) Schmidt & Gordon, 15 points; 2) Dennis & Sharon Case, 19; 3) David Voss, 20; 4) Carolyn Hardy, 23; 5) Alex Benson, 27. (16 boats)

SANTANA 30/30 — 1) Lars Kothus, 9 points; 2) Bob Marcus, 14. (6 boats)

WAVELENGTH 24 — 1) Bowers/Lenn, 6 points. (2 boats)

SANTANA 20 — 1) Tom Schock, 15 points; 2) Chris Winnard, 17; 3) Rick Harris, 17; 4) Dornberg/Snow/Hafer, 22; 5) Charlie Ogletree, 28; 6) Brian Hefferman, 34. (28 boats)

HARBOR 20 — 1) Tom O'Keefe, 14 points; 2) Jane Schock, 15; 3) George Twist, 16; 4) Terry Gloege, 24; 5) Morgan Morgan, 25; 6) B. Ficker/D. McGurk, 25. (22 boats)

LIDO 14-A — 1) George Szabo, 20 points; 2) Chris Raab, 30; 3) Jon Pinckney, 30; 4) Jeff Lenhart, 32; 5) Mark Gaudio, 36. (17 boats)

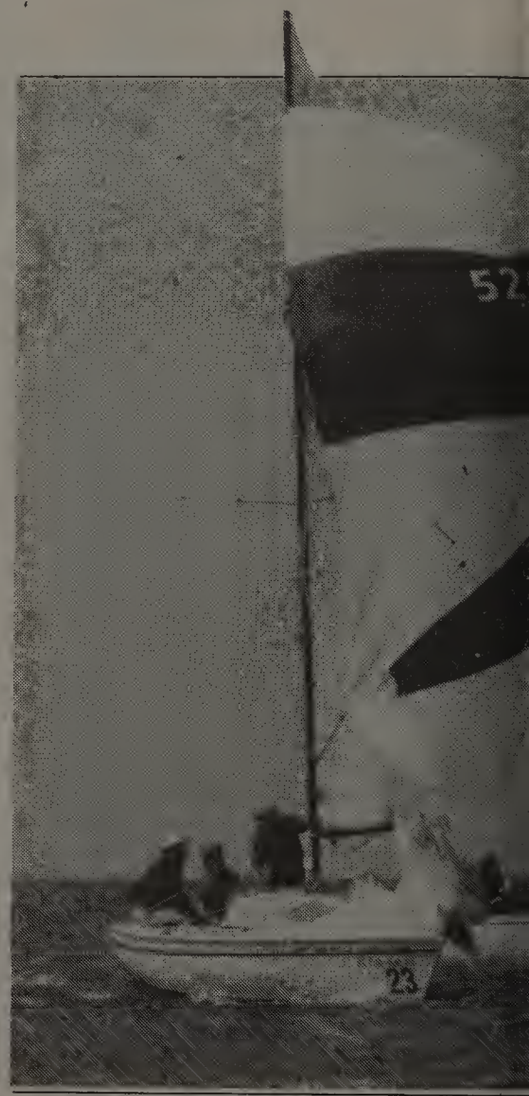
LIDO 14-B — 1) Roger Patterson, 15 points; 2) Roy Woolsey, 34; 3) Jack Jackman, 44; 4) Carolyn Kabacevic, 45; 5) Philip Quirck, 53. (15 boats)

LEHMAN 12 — 1) John Drayton, 15 points; 2) Steve Schupak, 15; 3) Matt Wiley, 34; 4) Peter MacDonald, 36. (11 boats)

Singlehanded TransPac Winners

Year	# of Boats	Yacht	Type	Skipper	Elapsed Time
1978	33	*Solitaire*	SC 27	Norton Smith	13:02:34
1980	38	*Sanderling*	Golden Gate	Bob Counts	18:07:25
1982	18	*Pegasus*	Wylie 34	Dan Newland	16:09:20
1984	17	*Shadowfax*	Carlson 29	Mark Rudiger	16:16:00
1986	18	*Francis Who?*	Olson 30	Dan Newland	13:06:42
1988	14	*Intense*	Olson 30	Bill Stange	11:15:21
1990	19	*Polecat*	Olson 30	Alan Brutger	15:19:11
1992	13	*Pegasus XIV*	Newland 368	Dan Newland	13:11:22
1994	12	*Illusion*	Cal 40	Stan Honey	11:10:52*
1996	14	*Rumbleseat*	30-Sq. Meter	Bruce Schwab	11:11:23

* Current monohull record; multihull record is 08:20:16, set by *Aotea* (Antrim 40 trimaran, Peter Hogg) in 1994.



San Diego NOOD

Ninety-seven boats competed in the inaugural GMC Yukon/*Sailing World* NOOD Regatta, which was hosted by San Diego YC on March 20-22. Two thirds of the fleet was Etchells and Melgi, who were each battling for their regional championships. The rest of the turnout was lackluster, but the joke was on those who stayed home — winds were in the 15-knot range, skies were sunny, and the race committee work was flawless.

"It was a great sailing venue, better than the NOOD regatta it replaced in Los Angeles," noted sailmaker Seadon Wijsen. "The shoreside aspect of the regatta needs some work but, on the whole, it was a good time. Next year, the regatta should attract a lot more boats."

Wijsen was the top scoring skipper from the Bay Area, claiming third in the Melges class along with boat owner Darin Buchalter, Dennis George and Eric Arndt. "We were tied with Ullman going into the last, but didn't get off the line well and were forced left by starboard tackers," lamented Seadon. "That put us on the wrong side of a big shift, and we never quite recovered."

Two other Bay Area boats also acquit-

GERI CONSER

Schocking sight: Part of the large school of 20-foot Tunas recently spotted off Newport Beach.

ted themselves well down there: Craig Healy sailed another *I Love My Wife* to fourth in the Etchells class, while Alameda multihuller John Kocol piloted his F-25C *Ja Mon* to fourth in the Corsair division.

ETCHELLS — 1) **Jaw's Up**, Andy LaDow, San Diego, 16 points; 2) **Rhino**, Bruce Nelson, San Diego, 22; 3) **Slipknot**, Peter Isler,San Diego, 22; 4) **I Love My Wife**, Craig Healy, Tiburon, 28; 5) **Tribune**, Gary Weisman, San Diego, 28. (31 boats)

MELGES 24 — 1) **USA #3**, Dave Ullman, Newport Beach, 10; 2) **Rush**, Vince Brun, San Diego, 16; 3) **USA #282**, Darin Buchalter/Seadon Wijsen, San Francisco, 18; 4) **What's My Line**, John Bishop/Chris Snow, San Diego, 32; 5) **Rock n' Roli**, Argyle Campbell, Newport Beach, 33. (30 boats)

CORSAIR — 1) **Cheekee Monkee**, F-31, Kim & Lynda Alfreds, Bellingham, WA, 6 points; 2) **Hangman**, F-31, Tom Reese, Woodinville, WA, 13; 3) **Daliiance**, F-31, Roger Webb, Chula Vista, 13. (10 boats)

LEVEL 72 — 1) **Koinonia**, J/35, Robert Wright, San Diego, 9 points; 2) **Wildthing**, Schock 35, Robbie Haines, Coronado, 12. (6 boats)

STAR — 1) **#7630**, Ben Mitchell, Malibu, 6 points; 2) **#7042**, Steve Brown, Dana Point, 14; 3) **Tranquility**, James Butler, San Diego, 16. (10 boats)

ULTIMATE 20 — 1) **Ethel Merlyn**, Clifton Odom, San Diego, 8 points. (4 boats)

PC — 1) **Onion Truck**, Peckham/Caldwell, San Diego, 4 points. (6 boats)

Midwinter Wrap-Ups

The rainiest, most hateful winter in recent memory is now thankfully over, as are the '97-'98 midwinters. Following are overall results of most of them (results of the SFYC, CYC and BYC/MYCO midwinters ran last month):

Golden Gate YC Midwinters

PHRF i — 1) (tie) **Raven**, N/M 39, Mark Thomas,and **High Risk**, Smith 43, Jim Mizell, 6 points; 3) **Jack-Rabbit**, N/M 39, The Liggetts, 10; 4) **Cha-Ching**, BH-41, Scooter Simmons, 13; 5) **Major Damage**, J/35, Perkins/Wilson, 22. (18 boats)

EXPRESS 37 —1) **Sleeper**, Joseph Andreson, 5 points; 2) **Elan**, Chuck Cunningham/Bill Reiss, 8. (5 boats)

J/105 — 1) **Speedwell**, Watts/Thayer, 9 points; 2) **Aquavit**, Roy Steiner, 13; 3) **20/20**, Phil Gardner, 14; 4) **Biackhawk**, Dean Dietrich, 16. (12 boats)

PHRF II — 1) **Yucca**, 8-Meter, Hank Easom, 5 points; 2) **Navigator**, Soverel 33, Bill Melbostad, 8; 3) **Sundog**, Bianca 414, Bill Wright, 17; 4) **Stop Making Sense**, Soverel 33, Dean Briggs, 22. (12 boats)

PHRF Iii — 1) **Conococheague**, Moore 24, Collins/Gruver, 5 points; 2) **Wind Waiker**, Islander 36, Richard Shoenhair, 12; 3) **Harp**, Catalina 38, Mike Mannix, 13; 4) **Power Piay**, J/29, Gordon Smith, 15. (12 boats)

PHRF iV — 1) **Leio Too**, Tartan 30, Emile Carles, 10 points 2) (tie) **Undine**, IOD, Adam Wheeler, and **Freewind**, Cal 9.2, Don & Betty Lessley, 12; 4) **Xarifa**, IOD, Paul Manning, 20. (12 boats)

KNARR — 1) **Nordlys**, Joel Kudler, 8 points; 2) (tie) **Lord Nelson**, John Jenkins, and **Penelope**, Bob Devlin, 10. (6 boats)

PHRF V — 1) **Crazy Jane**, Thunderbird, Doug Carroll, 7 points; 2) **Freja**, Folkboat, Lee Ann Chermack, 14; 3) **Frihed**, Folkboat, William Madison, 17; 4) **Thea**, Folkboat, Tom Reed, 18. (13 boats)

BEAR — 1) **Circus**, Bob Jones, 6 points; 2) **Little Dipper**, Joe Bambara, 8. (7 boats)

(5 races; 1 throwout)

Sausalito YC Midwinters

DIV. I (spinnaker < 174) — 1) **Island Girl**, Islander 36, Frank Burkhart, 9 points; 2) **Jose Cuervo**, J/105, Sam Hock, 10; 3) **Razzberries**, Olson 34, Bruce & Lina Nesbit, 18. (11 boats)

DIV. Ii (spinnaker > 175) — 1) **Lysistrata**, Excalibur 26, Jeff Hutter, 6 points; 2) **Dulcinea**, Coronado 27, John Slivka, 11; 3) **Challenge**, Islander 28, Peter Schoen, 12. (9 boats)

DIV. III (non-spinnaker < 198) — 1) **Bacarat**, Peterson 34, Dave Reed, 5 points; 2) **Roeboat**, Catalina 30, Rod Decker, 8; 3) **Picaroon**, Santana 35, Fred Hodgson/Mike Melin, 13. (12 boats)

DIV. IV (non-spinnaker > 199) — 1) **P-Trap**, Cal 20, Gerry Gorski, 4 points; 2) **Tackful**, Santana 22, Cathy Stierhoff, 10; 3) **Nina**, Ranger 23, Steve Ployhar, 15. (8 boats)

(4 races; no throwouts)

Oakland YC Brunch Series

PHRF-A (0-149) — 1) **Insufferable**, N/M 30, The Rookards, 3 points; 2) **New Moon**, Express 27, Carl Schumacher, 8; 3) **Legacy**, Gemini Twin, John & Eric Melder, 12; 4) **Sparky**, Mumm 30, Larry Hoffman, Jr., 20. (13 boats)

5.5 METER — 1) **Drummer**, Alan Weaver/Warren Sankey/Adam Sedag, 3 points; 2) **Chaos**, Jim Warfield, 10.8; 3) **Demi-Onze**, Mike Rettie, 13; 4) **Maverik**, Mike Keller, 13.8. (9 boats)

PHRF-B (150-up) — 1) **CK Porter**, Merit 25, Cindy Surdez, 3 points; 2) **Usual Suspects**, Steve Zevanove, 6.75; 3) **Snow Goose**, Santana 30, Ted Mattson, 14; 4) **Zarpa**, Newport 30, George Gurrola, 19; 5) **Tailchaser**, Moore 24, Emily Hogin, 19. (14 boats)

NON-SPINNAKER — 1) **Spridle**, Catalina 22, Mike Faber, 3 points; 2) **Meme**, Newport 30, Norm Guest, 11; 3) **Sandman**, Beneteau 305, Chris Noe, 13. (7 boats)

(5 races; 1 throwout)

Lake Merrit SC Edna Robinson Memorial Midwinters

EL TORO-A — 1) Jim Warfield, 93.25 points; 2) Tom Burden, 80.5; 3) JV Gilmour, 68; 4) Vickie Gilmour, 63.25; 5) Dave Vickland, 45.25; 6) George Morris, 45; 7) John Amen, 32.25; 8) Art Lewis, 31; 9) Duncan Carter, 27.25. (23 boats; 11 races)

EL TORO-B — 1) Ben Amen, 54 points; 2) Cory Lutchansky, 47.25; 3) George Granelli, 41.5. (15 boats; 7 races)

OPEN — 1) Joe Doering, Lido 14, 41.5 points; 2) Jim Kearney, Holder 12, 23; 3) (tie) Del Locke, Holder 12, and Joe Harvard, Snipe, 18. (11 boats; 8 races)

MYCO/BYC Champion of Champions

RED — 1) **Arch Angel**, Antrim 27, Bryce Griffith; 2) **Topgallant**, Newport 30, Frank Hinman; 3) **Ei Gavilan**, Hawkfarm, Nick Nash; 4) **Motorcycle Irene**, Express 27, Paxton/Lambiotte; 5) **Run Wild**, Olson 30, Dale Irving. (11 boats)

BLUE — 1) **Zilla**, B-25, Brent Draney; 2) **Abso-**

lute 88, Wylie 37, Keith MacBeth; 3) **Casual Contact**, J/24, Don Oliver. (6 boats)

WHITE — 1) **Advantage II**, J/29, Pat Benedict; 2) **Hoot**, Olson 30, Andy Macfie; 3) **Ixxis**, Olson 911-S, Ed Durbin. (8 boats)

(March 1; one race only)

Richmond YC
Small Boat Midwinters

I-14 — 1) Bernsten/Berkowitz; 2) Arens/Laflin; 3) Stahnke/Price; 4) Mitchell/Bowden; 5) Larry Craig. (12 boats)

WABBIT — 1) Mark Harpainter; 2) Colin Moore; 3) Peter Rowland; 4) Rich Jarratt. (10 boats)

LASER II — 1) Stahnke/Murison; 2) Mari & Fred Kool. (4 boats)

THISTLE — 1) Kris Vogelsong; 2) John Drager; 3) Dan Clark; 4) Ron Smith. (8 boats)

FINN — 1) Brian Pace; 2) Mark Turner; 3) Patrick Weaver. (6 boats)

INTERNATIONAL CANOE — 1) Erich Chase; 2) Del Olsen. (5 boats)

505 — 1) Watter/Tobin; 2) Poole/Poole; 3) Nick Adamson. (9 boats)

EUROPE — 1) Lynn Olinger; 2) Sam Barnes. (5 boats)

SUNFISH — 1) Bob Cronin; 2) Byron Jonk; 3) Roy Jordan. (6 boats)

LASER — 1) John Walsh; 2) Chuck Asper; 3) Al Mirel; 4) Gerry Swinton; 5) Ned Niccolls; 6) Andrew Holdworth; 7) Brad Nieuwstad. (38 boats)

SNIPE — 1) Tagliamonte/James; 2) Knight/Young; 3) Harvard/Casalaina. (6 boats)

BYTE — 1) Michele Logan; 2) Dee Hardiman; 3) Judy Yamaguchi; 4) Elisa Hemus. (10 boats)

JY-15 — 1) Dan Ouellet; 2) Laurel MacDermott.

LIDO 14 — 1) Joe Doering; 2) Joe Davis. (4 boats)

EL TORO, SR. — Not available.

EL TORO, JR. — Not available.

EYC Jack Frost Series

PHRF I (under 93) — 1) **Oaxaca**, SC 50, Dick & Patti Cranor, 1.5 points; 2) **Saltshaker**, Contessa 39, Steve Hanson, 2.75; 3) **Eos**, J/120, Jim Cascino, 5. (10 boats)

PHRF II (93-116) — 1) **50/50**, Santana 35, Mark Sloan, 4.5 points; 2) **Spirit of Elvis**, Santana 35, Martin Cunningham, 9; 3) **Bloom County**, Mancebo 31, The Ondrys, 9; 4) **Stop Making Sense**, Soverel 33, Dean Briggs, 10.75. (11 boats)

PHRF III (117-155) — 1) **To Infinity and Beyond**, Express 27, Fred Voss, 1.5 points. (4 boats)

PHRF IV (156-179) — 1) **Warhawk**, Hawkfarm, Dave Hankel, 4.75 points; 2) **Zarpa**, Newport 30, George Gurrola, 5.75; 3) **Bewitched**, Merit 25, Laraine Salmon, 7.75; 4) **Chesapeake**, Merit 25, Jim Fair, 9. (12 boats)

PHRF V (over 180) — 1) **Gunga Din**, Challenger, Jan Grygier, 4 points; 2) **Murphy's Law**, Challenger, Bill Murphy, 4.75; 3) **Lyric**, Thunderbird, Jim Newport, 5.75. (10 boats)

SPORT BOATS — 1) **Sparky**, Mumm 30, Larry Hoffman, Jr., 1.5 points; 2) **Reregrine**, Mumm 30, David Thomson, 5; 3) **Passione**, J/92, Walt Marti, 5.75. (7 boats)

CATALINA 34 — 1) **Wind Dragon**, Dave Davis, 2.25 points; 2) **Allegro**, John Lambert, 6; 3) **Starfire**, Rob Engelhart, 7.75. (10 boats)

WYLIECAT 30 — 1) **Silkye**, Steve Seal, 2.25 points; 2) (tie) **Carlene**, Fred Soltero,and **Uno**, Steve Wonner, 9. (5 boats)

LEVEL 180s — 1) **Snow Goose**, Santana 30, Ted Mattson, 4.5 points; 2) **Trey Shay**, Catalina 30, John Jacobs, 4.75; 3) **Friday's Eagle**, Catalina 30, Mark Hech, 6.75. (7 boats)

SANTANA 22 — 1) **Carlos**, RB Ward, 6.75 points; 2) **Yacht Sea**, Joe Schmidt, 9.75; 3) **Riff Raff**, Colin Gilboy, 11; 4) **Dominatrix**, Heidi Schmidt, 11.75 (12 boats)

(4 races; 1 throwout)

Santa Cruz YC Midwinters

CREWED — 1) **Special Ed**, Wilderness 30, Eric Sultan, 4.25 points; 2) **Animal House**, Olson 30, Matt Lezin/Tom Akrop, 8.75; 3) **Bruzer**, Moore 24, Gary Tracey, 9.75; 4) **Snafu-U**, Moore 24, Mark Berryman, 21; 5) (tie) **Bullet**, Olson 30, Mike Gross, and **Flying Squirrel**, SC 33, Jack Gordon, 23; 7) **Hanalei Express**, SC 27, Rob Schuyler, 30; 8) (tie) **California Zephyr**, SC 27, Peter Dalton, and **Dos Busters**, Antrim 27, Gary Evans, 31. (23 boats)

DOUBLEHANDED — 1) **Summertime**, Moore 24 prototype, Dennis Bassano, 4.25 points; 2) **Mooregasm**, Moore 24, Hank Niles, 8.5; 3) **Pacific High**, SOB 30, Don Snyder, 14; 4) **Nobody's Girl**, Moore 24, Sydnie Moore, 17. (12 boats)

(5 races; 1 throwout)

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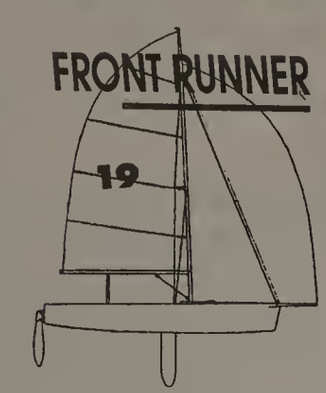

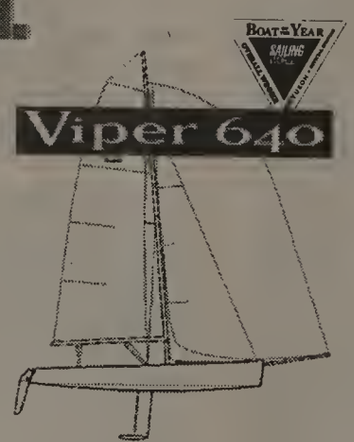

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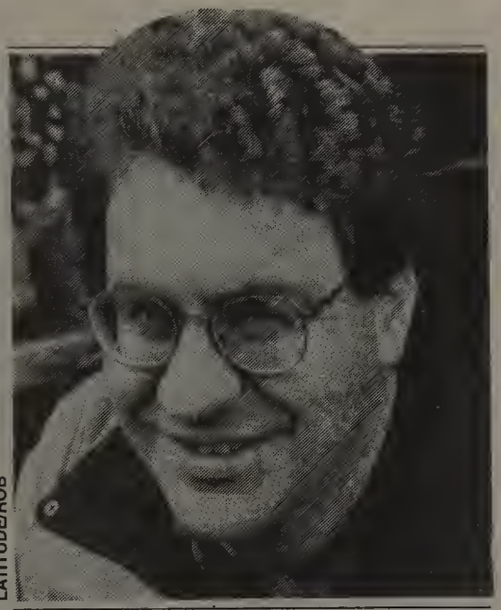

LATITUDE/ROB

Yum, seaweed soup! Dave Gruver (above) and John Collins won the GGYC Midwinters overall with their Moore 24 'Conococheague'.

Race Notes

Done deals: St. Francis YC members **Nick and Terri Gibbens** recently scoured the country for an Express 27, purchasing *Phoenix* (hull #67, ex-*Hummer*) and renaming it *Shenanigans*. Look for Nick at the head of that fleet in the near future. . . Longtime ocean campaigner John Liebenberg is clearing the decks in anticipation of his new Antrim 27. He just sold his experienced Express 27 ***Friday*** (hull #13 — get it?) to Doug Robbins, Scott Sellers and Robert Brown. The trio will sail the boat out of StFYC, and will race both ODCA and OYRA events. . . Matt and Jane Mauss of Pescadero bought the Holder 20 ***Confederacy of Dunces*** and are looking forward to sailing it in the Santa Cruz Wednesday night races.

Two more **J/105s** have been sold on the Bay, bringing that very healthy local fleet up to 21 boats. Perennial J/29 champ Pat Benedict has put his *Advantage II* up for sale and has bought a used J/105, while St. Francis member Ian Charles is likewise moving up from his Peterson 33 *Raison d'Etre* to a used J/105. Both boats should be up and running by the Vallejo Race on May 2-3.

Meanwhile, down south: ***Donnybrook***, the SC 70 that was crunched at Antigua Race Week a few years back, is sailing out of Newport Beach under the new ownership of Tony Delfino. . . Jay Steinbeck's latest toy, the fractionally-rigged Farr 50 ***Margaritaville*** (ex-*Springbok*) is now sailing in Marina del Rey. That was one of the last IOR 50s built for the international circuit,which collapsed almost overnight in the early 90s. Steinbeck still owns the Davidson-designed purple *Pendragon*, the 34-footer that achieved notoriety by winning both the one ton and three quarter ton championships. . . Speaking of collapses, the ULDB 70 class continues to implode at an alarming rate. Rumor has it that two more SC 70s, ***Orient Express*** and *Mirage*, are perilously close to joining their brethren on the Great Lakes — which would mean you could count the number of active sleds left on the West Coast on one hand.

Cool custom boats we wish someone would buy and start racing again: the well-maintained Schumacher 35 ***National Biscuit*** (donated to the Cove Foundation, which is offering it for long-time charter); the lightly-used Mount Gay 30 ***Sticky Fingers*** (glued to the dock in Sausalito, offered for sale at $47k by owner); and the famous Wylie 40 ***Lois Lane*** (asking $55k through Sail California).

Horse of a different color: "You just wrote that to see if I'm paying attention down here, right?" joked Long Beach

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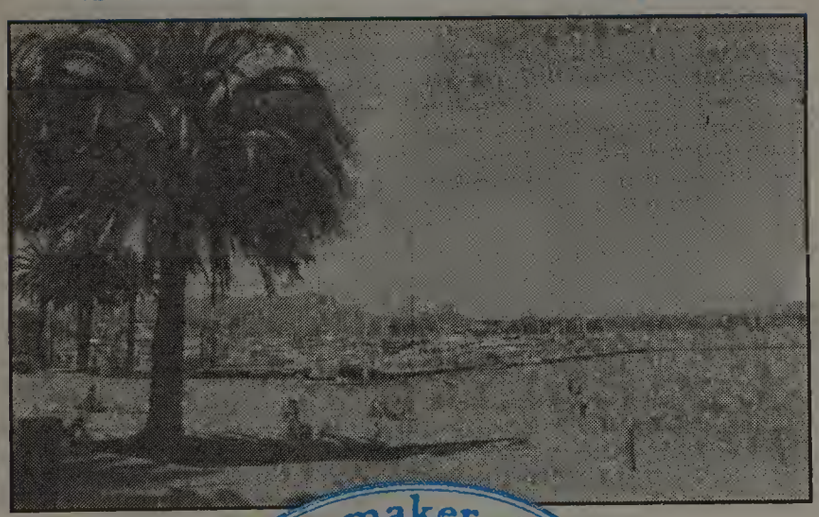

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yacht designer **Alan Andrews**, who was calling to point out that ***Cheval '95*** is an Andrews 70+, not a SC 70+ as we somehow listed it in the so-called 'Barn Door Box' last month. Speaking of *Cheval*, owner Hal Ward has pulled the plug on his Pacific Cup plans and has put the boat up for sale. Meanwhile, near sistership ***Victoria***, which Mike Campbell donated to Orange Coast College in the fall, has been chartered by former *Sorcery* owner Brian Mock through the '99 TransPac.

Better late than never: Half a year after last September's **Big Boat Series**, justice is finally being served in the StFYC-B division. Owner Norman Olson and driver Frank McNear have withdrawn their Beneteau 42s7 ***Just in Time*** from the regatta (see *Letters*) for switching from a fixed propeller to a folding one without notifying the handicappers — essentially helping themselves to a 3-second a mile rating break. It's a sad tale which we hesitate to comment on until after the late March meeting between the race committee and the alledgedly guilty parties — check back next month to hear the outcome of that inquiry. Anyway, our congratulations to the rightful winners: Keith Buck, Kim Desenberg and the crew of the veteran Farr 37 *Petard*.

LATITUDE/JR

With 'Just in Time' withdrawing from the BBS, 'Petard' was elevated to the top spot. 'Sweet Okole' and 'China Cloud' moved up accordingly.

Living legend: Class winners of Alameda YC's small **Estuary Midwinters** were *Mirage* (Ranger 33, Ben Mewes), *Drummer* (5.5 Meter, Alan Weaver et. al.) and *Timba* (Cal 20, Gary Wagner). Chris Corlett, owner of the 5.5 Meter *Jaguar*, was awarded something far more enduring than a pickle dish: "We've decided to name the green day marker off the west end of Government Island the **'Chris Corlett Day Mark'**," explained regatta chairwoman M.L. Higgins. "This is in honor of his recent close encounters with that mark in both our series and the Brunch Series." Corlett, when reached for

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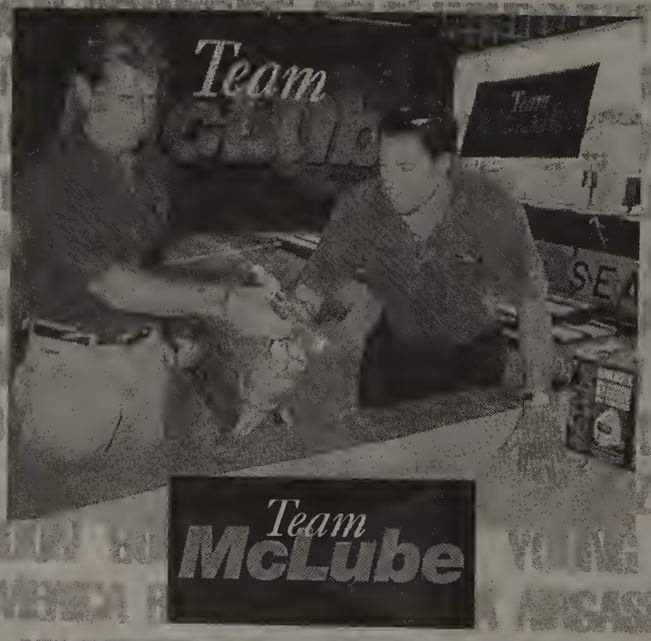
Just ask the guys we coated at the GMC Yukon Yachting Key West Race Week '98



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comment, said only, "Gee. . . I'm thrilled."

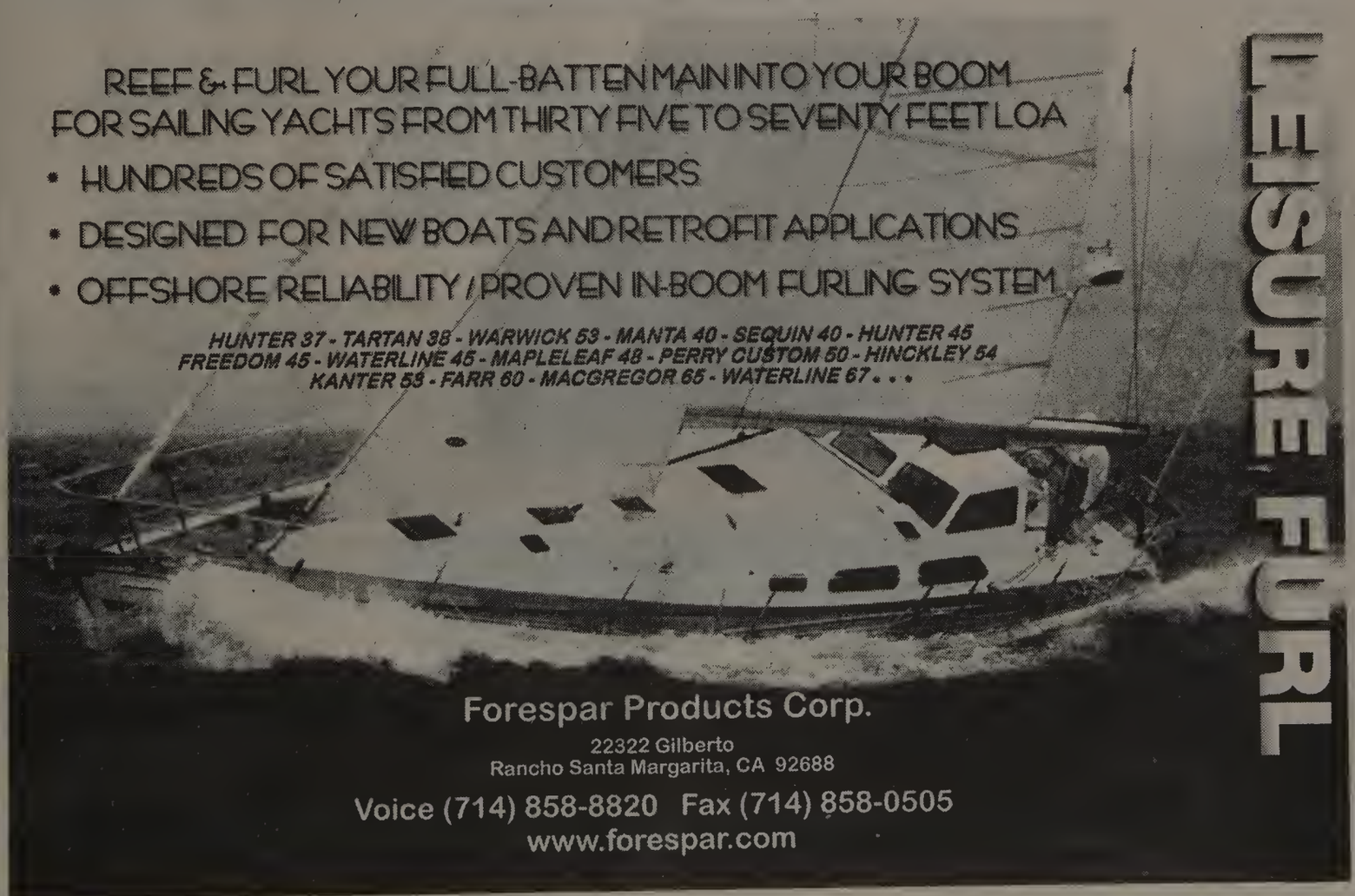
Odds and ends: On March 8, the fun-loving Jester group kicked off their new sailing season with the **Frog Regatta** on Santa Cruz's Schwan Lake. Dennis Bassano took the gold over a 13-boat fleet, followed by Joe Francis, Ian Klitza, Chris Watts and Stephen McCarthy. . . John Collins and Dave Gruver sailed their Moore 24 *Conococheague* to overall victory in the Golden Gate Midwinters, earning the so-called **Seaweed Soup Bowl**. Their 'cast of thousands' crew included Steve Marsh, Nick Gibbens, Dan Brousseau, John Hauser and Eric Baumhoff. "Everyone who stepped on the boat was forced to consume two ramos fizzes before the race," noted Collins. "We were in this series strictly for fun!". . . Bryce Griffith of Lake Tahoe won the Berkeley/Metropolitan Midwinters' Champion of Champions with his Antrim 27 ***Arch Angel*** (see results in the Midwinter Wrap-Up).

Fleeting thoughts: The **San Francisco Bay 30s** — a loose confederation of moderate displacement 30-footers — are on a roll. Their custom summer racing schedule will consist of the Vallejo Race, the Stone Cup, the Delta Ditch Run, a South Bay regatta, the Silver Eagle, the EYC Second Season Opener, a North Bay regatta, the Jazz Cup, and the revived Barth Open Regatta in the South Bay. Their schedule, and other pertinent information on this new 'renegade' group, can be found on their 'beta' website, *www.pubpow.com/sfbay30*. Peace has apparently been made with HDA, which was ticked that the group has gone off on their own, but will nonetheless provide them with starts at HDA-sponsored races on their schedule. The group opted against an OYRA mini-series, but has carefully avoided scheduling conflicts so that anyone who wishes to sail in the ocean may do so. All races will be scored on the more enlightened time-on-time method, which the group will probably have to compute on their own (HDA claims their computers are incapable of this task).

We think this 30-footer phenomenon is just great, and congratulate organizer **Bob Izmarian** (*Jane Doe*), Mike Maurier (*Chili*), Pete Rookard (*Insufferable*) and anyone else who worked hard to turn their vision into reality. After their recent 12-boat showing at the Big Daddy, Izmarian told us, "I think this is the most fun sailing I've ever done! I don't think I could go back to the traditional HDA series, and I expect I speak for the majority of this fleet. It proves that if sailors take control of the division splits rather than relying on HDA, they can build a schedule and fleet that works for them."

Good news: Former Bay Area superstar **John Bertrand** called recently from Annapolis to announce that he and Hartwell Jordan have opened an office in San Francisco to promote One Design 48s and the cool-looking new **One Design 35**. Another One Design West office will be opened in San Diego later this spring. "It'll give me an excuse to visit my old stomping grounds more frequently," said John. "We're particularly excited about the 1D-35, and obviously feel the market is right for the boat on the West Coast."

The new N/M-designed, Carroll-built 35 looks like most of the modern breed of boats — no runners, swept-back spreaders on a carbon rig, no overlapping jibs, etc. It's light and narrow, trailerable, and — unlike the 48s — will have a strict



owner/driver rule and restrictions on pro sailors. As far as we can tell, it's a lot like the hot new Farr 40 class, but at about half the cost. "We're hoping to appeal to a guy moving up from a Mumm 30 or out of the Mumm 36," explained John. "With 21 boats already ordered, and the first boat due to be sailing in April, we're off to a good start." Local 11:Metre campaigner **Peter Stoneberg** is the first West Coast sailor to take the plunge — he'll take delivery of hull #21 in October. To learn more about the 1D-35, look up Hartwell and JB at the upcoming Sail Expo — or call them at (415) 397-3535 if you can't wait that long.

Random notes: About 25 boats are expected to sail in the 2,308-mile **Vic-Maui Race**, which will have starts on June 23, 25 and 27. Check the race's website (*vicmaui.org*) for updates. . . Oakland YC's shorthanded **Rites of Spring Race** on March 21was abandoned after one leg when it was discovered that the first mark, Berkeley Circle 'G', was AWOL (and has been for a long time). The 38 entries will resail the race on April 11.

LATITUDE ARCHIVES

John Bertrand will be back in San Francisco more often, hoping to jumpstart the new 1D-35 class on the West Coast.

Catalina 30s to win this year's **Kurt Zane Memorial Regatta**, which consisted of two races on March 14. Robert Englehardt's *Starfire* took the three-boat Catalina 34 division. . .148 boats sailed in the inaugural **GMC Yukon/*Sailing World* NOOD Regatta** in St. Petersburg, 20s. Three classes (Sonars, J/22s, Viper 640s) used the regatta as their midwinter championship.

Lonely guys: The **SSS TransPac**, which departs from here for beautiful Hanalei Bay on June 27, has eight paid entries now: *Razzberries* (Olson 34, Bruce Nesbit), *Leilani Too* (Catalina 36, Jay Capell), *At Last* (Sabre 38 Mk. I, Delayne Brink), *Compass Rose* (Ericson 30+, Mike Dranginis), *Harrier* (Finn Flyer 31, **Ken 'The General' Roper**), *Giggles* (Baltic 38, Dale Parshall), *Magic Carpet Ride* (Passport 40, Dave Smith) and *Solitaire* (Barnett 42, Steve Faustina). Two other boats have 'promised' to enter, and there are two or three other 'nibblers'. Entries close on May 31, and organizers are now hoping for a 12-boat fleet. If it goes under that number, it will be the smallest SSS TransPac yet (see the box on page 252).

The truth is out there: In the beginning of this month's Cruising Crew List are names of **about 25 racers** who, for reasons that couldn't possibly be our fault (we suspect an alien abduction), were rudely left out of the Racing Crew List last

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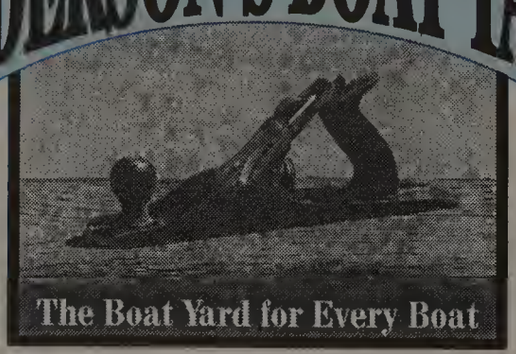

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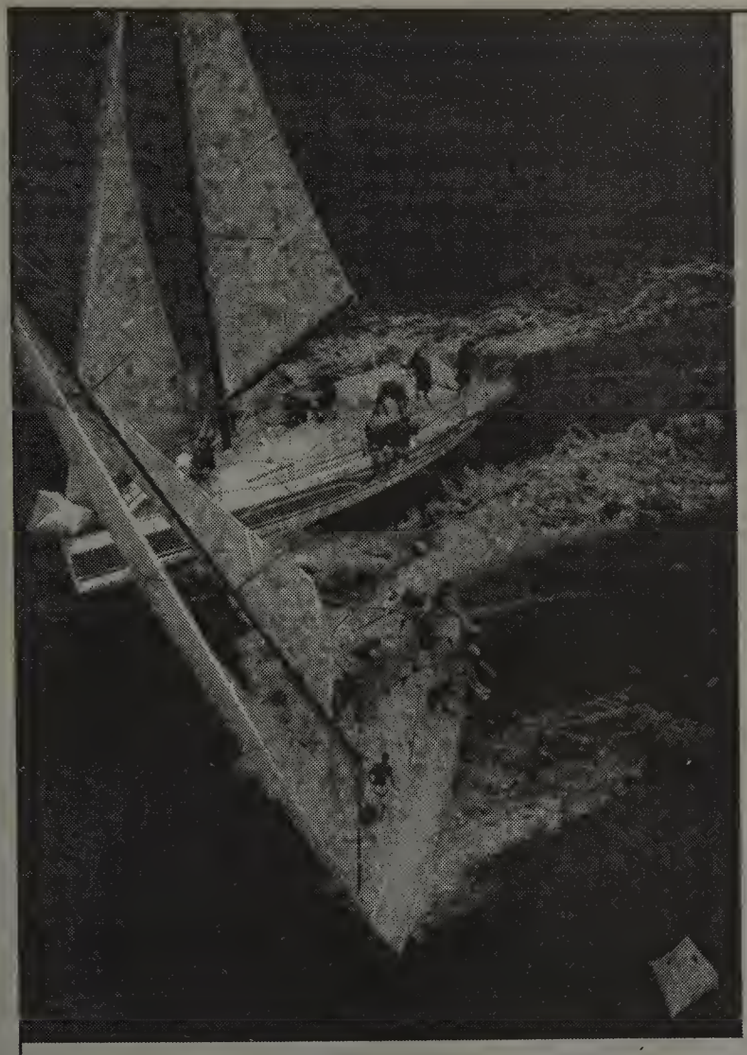

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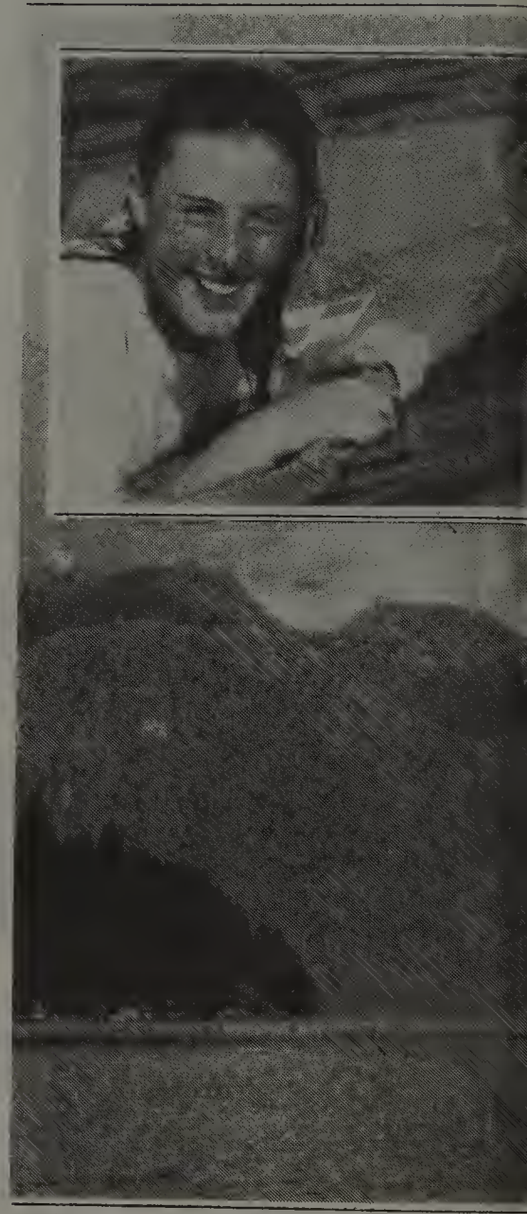
CHANGES

*With a question this month from **Latitude** on the practicality of bringing bikes along on a cruise; and with reports from **Moonshadow** on the cost of cruising; from **Kite** on resuming cruising after a circumnavigation and a break; from **Fair Rover** on surviving supertyphoon 'Paka' that hit Guam; from **Murmur** on the difficulty of selling a boat after a multi-year cruise; from **Rise & Shine** on all they're seen and done in two years of cruising; from **Sundance II** on the gratitude they feel toward fellow cruisers; from **Junior** on the fun everyone is having at Camp Zihuatanejo; from **Irie** on keeping beaches clean in Baja; from **Wings** on the cruising life; and **Cruise Notes**.*



The Bike Question
To Walk Or To Ride
All Over The World

We at *Latitude* are interested in getting feedback from cruisers on the advisability of taking bicycles along when cruising.

At first glance, bikes would seem to have some big advantages. For one thing, in places where the roads are good and the drivers not too crazy — Southern California, the San Juan Islands, the Northeast and French Polynesia, to name a few — bikes give cruisers five to 10 times the speed and range of walking. This can be of considerable importance when port officials and/or stores are located far apart and/or are about to close for the weekend — which always seems to be the case. Bikes can also save a lot of taxi fares.

In addition to extending range, bikes also offer a great way to get cardiovascular exercise — the type of exercise many cruisers don't get enough of. In fact, one health-conscious cruiser has been trying to figure out a way in which a normal bicycle could quickly and easily be converted to an onboard exercise machine for times at anchor or when the seas are calm. One Sausalito cruiser in Mexico spent considerable time trying to perfect a bicycle-powered anchor windlass.

There are obvious drawbacks with taking bikes, however. They have awkward shapes and take up lots of room. There are fold-up bikes of course, but are they strong enough for big skippers? In addition, the saltwater environment is less than ideal for most bike parts and gear. And you don't know what fun is until you have to make a dinghy landing through surf with a couple of Schwinns along as companions.

We never carried bikes aboard *Big O* until she got to Puerto Ercole, Italy, a couple of years ago. It was there that Capt. Jim Drake — his legs, feet and flip-flops having been worn down from the many long trips to distant port captains' offices — broke down and purchased a couple of funky old low tech pink bikes for a total of about $100.

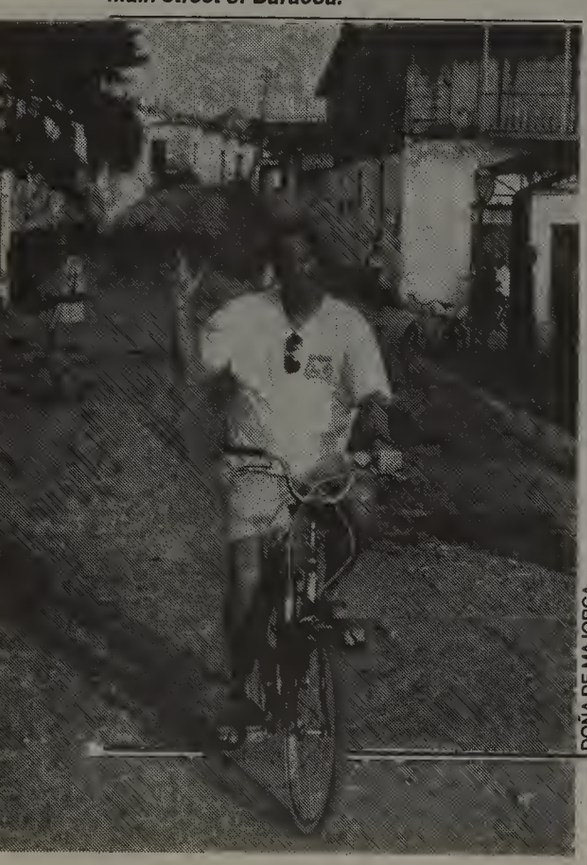
The bikes saw some use in Italy, Greece and Turkey. They didn't get any use in the Eastern Caribbean. The accompanying photo is of the Wanderer riding one of the two bikes a while later at Baracoa, Cuba. Port Officials initially balked at letting us bring the bikes ashore, apparently afraid that we might be the vanguard of a counter-revolution. Or perhaps they thought we were trying to make a killing importing goods duty free. Without explanation they later changed their minds and allowed us to 'ride free'.

As a result of our meager experience, we're not sure if we'd take bikes along again. But we want to know what the rest of you think. If you took a bike cruising, was it a folding model, an old funker, or a hi-tech mountain bike? How well did it hold up to the saltwater environment? Did you use it enough to justify the space it took? Was theft a problem? Were rental bikes available in most of the places you wanted to have a bike?

We're also aware that a few cruisers on larger cruising boats are taking motorbikes or even small motorcycles with them. The same questions apply to those who have used them.

— latitude 2/15/98

Riding a bike is particularly safe in Cuba because there isn't any traffic. This is 'rush hour' on the main street of Baracoa.



DOÑA DE MAJORCA

Moonshadow — Tayana 52
Tom & Carolyn Beard
The Cost Of Cruising
(Alameda)

When we first started cruising seriously in 1974, it was in the Gulf of Mexico, the East Coast and the Bahamas. At that time marina fees were five to 10 cents/foot/night. We seldom stayed at the expensive ones that charged 10 cents. When we got to the Chesapeake, we were shocked to be charged 25 cents/foot/night! So it's obvious that cruising costs have gone up in the last quarter century.

When we made our first cruise to Mexico in '84, we lived well on $600 a month. This included occasional meals out and the very rare car rental for ne-

PHOTOS BY LATITUDE 38 - ANDY/ RICHARD/ROB

The best cruising bargain for the buck? Circumnavigators Tom and Carolyn Beard say the Mexico, Hawaii, Alaska circuit can't be beat.

cessities — not sightseeing. Back then we almost always used the local and regional ground transportation in whatever countries we visited.

By the time we completed our circumnavigation in '92, our income — from investments and savings — was up, so we were able to splurge a little. Thus we lived on $1,000 to $1,200 a month when cruising. But we still had to be thrifty. When in South Africa, for example, a group of us yachties wanted to do a trip to the game preserves. Rather than going to American Express for a tour, we went to a youth hostel where we met a young guy with a VW van and some tents who was trying to drum up some bush tour business. Like many of the 'creative' tours we've taken, this one turned out to be unforgettable.

(One night we felt a large animal pushing and rubbing against the side of the two-person tents we were using. With all the wild game in the area, we were too frightened to sleep. When we finally came out of the tent the next morning, we discovered it had been a cow munching on the grass around our tent! The 'beast' had escaped from a local Zulu village.)

Some places are more expensive than others — and then there's the Med. Because the Med is a seasonal cruising area, you have to store your boat for half a year — and they charge U.S. prices. Furthermore, port costs have jumped dramatically in the Med. When in Greece four years ago, we paid $2/night for a Med-tie at nothing but a dirty stone landing with no facilities. When we were there two years ago, the same 'facility' was $35/night! Part of the reason may have been because of all the boats that had come down from the war-torn waters of the Adriatic.

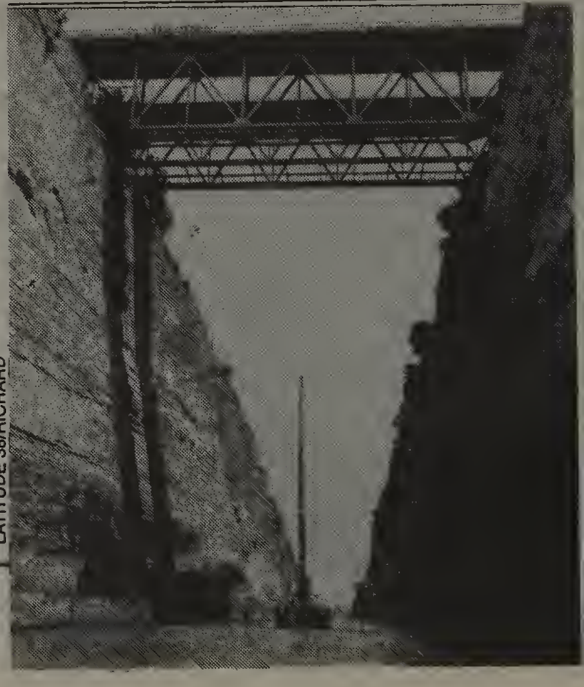
The most expensive 'cruising waters' I know are in the Corinth Canal in Greece. I can't remember what it cost to bring our 37-footer through, but it was a very costly 45-minutes. And we did it twice. [*Editor's note:* It cost $406 for *Big O* to transit the Corinth Canal in '95.]

A combination of a short season and countless dilettante cruisers left us disappointed with the Eastern Med. Oh the mooring tales we could tell! In fact, one of our favorite pastimes was to reach a Greek village early enough to get a spot right on the quay. Then we'd take a spot at the *taverna* right across the way, and spend a delightful afternoon watching pseudo yachties try to Med moor. Three deep, no less!

Since our cruising has been so spasmodic for the last two years, we haven't been able to calculate an average monthly cost. But region sure makes a difference. The cost of cruising in Hong Kong and Japan this year, for example, was completely out of control. One Hong Kong engine dealer/rep/mechanic offered to change the oil in our engine for $300! And that didn't include replacement oil or filters. For another $350 he offered to inspect for leaks and loose bolts.

Japan was no more expensive than it was six years ago, but it still meant that a bowl of soup was $8. At least you now get some relish, too. A haul-out in Japan can run about $1,000 — depending on boat size and other unspecified factors — then an additional $1/foot/day. Then it's another $1,000 to have your boat put back in. The hauling out is typically done with a crane hired for each trip. If your boat is ready to launch but the crane is

Four hundred dollars for a 45-minute trip through the Corinth Canal in Greece probably makes it the most expensive 'cruising water' in the world.



LATITUDE 38/RICHARD

not available, you're still charged for daily land storage. Friends of ours got stuck in this situation because the crane operator wouldn't work on days that he felt had a bad combination of numbers. This 'bad number' karma ended up costing our friends an extra week on the hard at a buck/foot/day.

The best cruise-for-the-buck we've found is also an excellent one-year starter cruise: Join the Ha-Ha to Mexico, leave for Hawaii in April, sail up to Alaska in June, and down the Inside Passage to Seattle and/or California by September. Not only is it probably the best cruising bang for the buck, it's one of the best cruises in the entire world.

— tom & carolyn 2/2/98

Kite — Stevens 47
Dick and Lona Wilson
Flamingo Marina, Costa Rica
(San Francisco)

Having spent a few years ashore after our quick circumnavigation in '92-'93, we're back out cruising again! We left San Francisco on Thanksgiving Day '97 and worked our way south between weather fronts. We got hit by Santana winds while at Catalina, so we scurried off to San Diego where we were guests of the Harris' at the Coronado YC. They'd sailed most of the way around the world in company aboard their *Scorpio II* as part of Europa '92.

After checking into Mexico at Ensenada — to sign up for the Mexican license addendum to my U.S. General Ham License — we departed for Turtle Bay. The weather forecast called for 15 knots from the northwest, but 25 miles north of Cedros Island we were hit with black squalls, rain, lightning and 40 to 50 knots winds from the west. The seas were so big that when we were in the troughs, the crests were higher than our lower spreaders — which are nearly 30 feet high. We ran under bare poles for 18 hours, hand-steering all the way. We would have liked to have run with the swells, but Cedros Island was in the way. Needless to say, we were delighted to reach Turtle Bay — and delighted that the great folks on the ham nets helped guide us in.

We bumped into Pete and Tracy Karras of the Sausalito-based *Foxen*, and Pete helped Dick bleed the Benmar autopilot to make it operational again. Apparently he hadn't snugged the hydraulic fill after checking the fluid level. After Christmas Dinner aboard *Kite*, we continued on down to Cabo.

On our way to Trinidad, we're currently at Flamingo Marina, Costa Rica — where getting fuel isn't quick or easy. First we were told not to come to the fuel dock until 1400 because they were out of fuel and waiting for the truck. Then large trawlers pulled in to take on lots of fuel, tying up the dock for long periods of time.

We finally got our shot at the dock at 1815, after calling every half hour to find out if it was our turn yet. The fuel was pumped very, very slowly. It took one hour and fifteen minutes for us to take on 79.4 gallons of diesel! Getting water — which they told us is chlorinated and therefore potable — wasn't much better. The hose they had was barely long enough to reach our fill line, and the water flowed even more slowly then the fuel. It wasn't until 1930 that we were finally creeping back out to the anchorage, finding our way with a spotlight.

The marina office had closed at 1800, but a young man and his helper had stayed to service our boat. They were helpful and polite, and we treated them to some beer. Perhaps our experience was atypical, we don't know. And other than being a long and hot process, it wasn't too bad.

December's supertyphoon 'Paka' denuded palms on Guam as well as dumping trucks and trashing Golden Arches.

We're making new friends and crossing paths with old ones. We look forward to Panama, but have mixed feelings about trying to reach Trinidad from this direction. Hopefully the month of May will provide us with a good window to escape the strong easterly trades of the southern Caribbean.

— lona and dick 3/15/98

Dick and Lona — This might be a good year to make the trip from Panama to Trinidad. We're told that the Eastern Caribbean winds have been unusually light for months, and that they've had much more south in them than normal. Good luck.

Fair Rover — N/A
Cindy & Chris Bell
Surviving A Supertyphoon
(Agana, Guam)

Ever since we arrived in Guam in '95, we've been warned about typhoons. In fact, we couldn't even register at the Har-

ALL PHOTOS BY LOKE LANI

bor of Refuge until we'd prepared special mooring lines to the harbor's specifications.

The typhoon most often mentioned as 'the typhoon' was *Omar* from back in '92. In our three years, we've had some 'practice typhoons' that gave us experience in taking our boat to the Harbor of Refuge, securing her, and clearing the decks. But those were just mild rehearsals for supertyphoon *Paka*, which struck in the first week in December. It's hard to find anything which *Paka* can be compared to. Old-timers say it was worse than *Karen* in the '60s or *Pamela* in the '70s. With top measured winds of 236 mph, some say there have never been stronger winds recorded on earth.

Compared to the rest of the island, the Marianas YC fared pretty well. Most of the members' yachts were secured in the nearby Harbor of Refuge, where no boats sank. There was damage, however. Rov and Kathy Brown's *Catnap* was dismasted, probably from flying debris from a nearby commercial boat. Walt Toerge's *Morning Star* lost her rig as well. Flying debris ripped a stanchion off Peter and Edna Peshut's *Nimbus*, tearing a hole in the deck that allowed windblown rain and spray to soak just about everything inside. Our *Fair Rover* suffered a fire caused by shorts when the solar panels tried to fly away!

The fact that no boats broke loose, caused damage to other boats, or sank, can be attributed directly to the fact that most of the boatowners were aboard. As such, they were able to regularly check and/or replace lines and add or adjust chafe gear. None of this work was easy, however, as it was extremely difficult to even crawl against the force of the wind. All yacht owners reported streams of water coming in through even tightly secured hatches and portholes, and at least one boat had water coming in through thru-hull fittings that are normally underwater!

Our 45-foot cruising boat displaces 25 tons, yet she was heeled further over with bare poles than she's ever been under sail. Often it was impossible to see a neighboring boat just 20 feet away. However we could see the car headlights shining on *Umidori*, a trimaran that caters to the tourist trade, as her crew desperately tried to devise a way to replace the windward mooring lines. Unfortunately, she was on the windward side of a dock, and eventually the wind lifted her port *ama* enough to push the starboard *ama* under the dock. As a result, she flew into the air before landing, upside down, atop the Bertram 58 *Predator*!

Paka's eye did not pass over the Harbor, nonetheless once the typhoon passed the wind reversed direction — at which point things down belowdecks on our boat started to fly around. Most boats lost some or all of their windward lines at this point, and more than one boat's crew was ready to abandon ship if necessary. Dan Millar of *Lazy Dayz* reported that it was the first time that he and his wife Josh had ever gathered up passports and other essential papers in preparation to abandon ship. The folks on boats kept in communication with each other over VHF so that lines could be adjusted to keep boats from bumping into one another.

As the wind began to ease in the early hours of the morning, word came over the VHF that Michael Thompson had been seriously injured aboard *Mishulu*. The force of several mooring lines had caused a winch to "blow up" and hit him in the lower back. Janice Gustin on *Loke Lani* contacted the Coast Guard, which arranged an ambulance. Arriving eight hours after Thompson had been injured, the normal 15-minute trip to the hospital took two hours because all the roads were blocked by fallen trees, coral boulders, sand and waves. After being hospitalized for several days, Thompson was able to return to work.

The power of *Paka's* wind was almost impossible to believe. Those on boats in the Harbor of Refuge estimate that the winds blew a steady 160 knots with much stronger gusts. No one had ever experienced anything so intense before. It was also exhausting, as it seemed to go on forever — with the worst winds and danger after the wind had reversed directions.

Skippers and crews now find themselves reevaluating not only their typhoon preparations and safety gear, but also whether or not Guam is a safe enough place to keep a boat. One boat has been sold and another is for sale.

Three boats were left in the Marianas YC anchorage instead of being taken to Harbor of Refuge. Toni and Craig Renck, owners of *Mallemok*, hunkered down in a hotel with their 3-year old daughter and visiting relatives. As they were driving back to the anchorage the next day, they assumed their boat home had been destroyed. They were shocked to see that she was still on her mooring!

Bob Jordan's 24-ft *Phoenix* didn't fare so well, as all that could be seen of her was the top of her mast sticking through the surface of the water at the end of the bay. Tom Brown's *Lum Lum* survived intact. Boats at other locations around the island — Agat Marina, Agana Boat Basin, Garberville, AquaWorld, and in the main Apra Harbor — were severely dam-

It's nothing for 160-knot winds to pick up a trimaran and toss it atop a Bertram 58. You don't want to be aboard either boat when it happens.

CINDY BELL

aged or sunk. The blessing is that there were no fatalities.

The Marianas YC clubhouse survived without major structural damage — and the high-flying roof didn't even lose a shingle! There was water damage to the offices upstairs, however, and the landscaping was devastated. But the members pulled together in a work party to remove fallen trees, rake up greenery, and put sand and coral gravel back in its proper place. All of the Optimus dinghies were damaged but not destroyed. The Laser rack held together, and most of the boats only suffered cosmetic damage. Several beach catamarans were destroyed by falling trees and/or crashing waves. One of the biggest inconveniences for members was that 15 or so utility poles had blown down, blocking the road. Needless to say, there is no power or phone service at the clubhouse.

But out of the ashes rises the phoenix. The Thursday after *Paka*, Eloy, our manager, organized a barbecue to use up the food which had been in the snack bar freezer. He did a repeat performance on Friday, the lighting coming from tiki torches and citronella candles. To top it all off, he served hot food to the 50 or so volunteers at the work party on Sunday.

The spirit of Marianas YC will continue and each and every one of us feels thankful to be safe and able to enjoy life here on Guam.

— cindy 2/15/98

Murmur — Liberty 458
Doug & Anne Murray
A Change Of Heart
(San Carlos)

Last May you published a *Changes* in which we reported on the terrific Carnival in Trinidad — and advised that after more than five years of cruising we were going to sell our boat. Well, as is the case with cruising plans, decisions change.

I returned to St. Thomas and *Murmur* at the end of April to ready her for a nonstop passage to Fort Lauderdale. On May 9, several cruising friends who would be my crew met me at Red Hook, St. Thomas. They were Al Rodriquez (who with his wife sail a Pearson 36 out of Alameda); Ron McKie (of Boca Raton, Florida, who with his wife Collett own an Island Packet 35 homeported in Annapolis); and Judith, a middle-aged woman we'd met many years before in La Paz who subsequently has sailed with us often. My wife Anne decided to pass on the voyage.

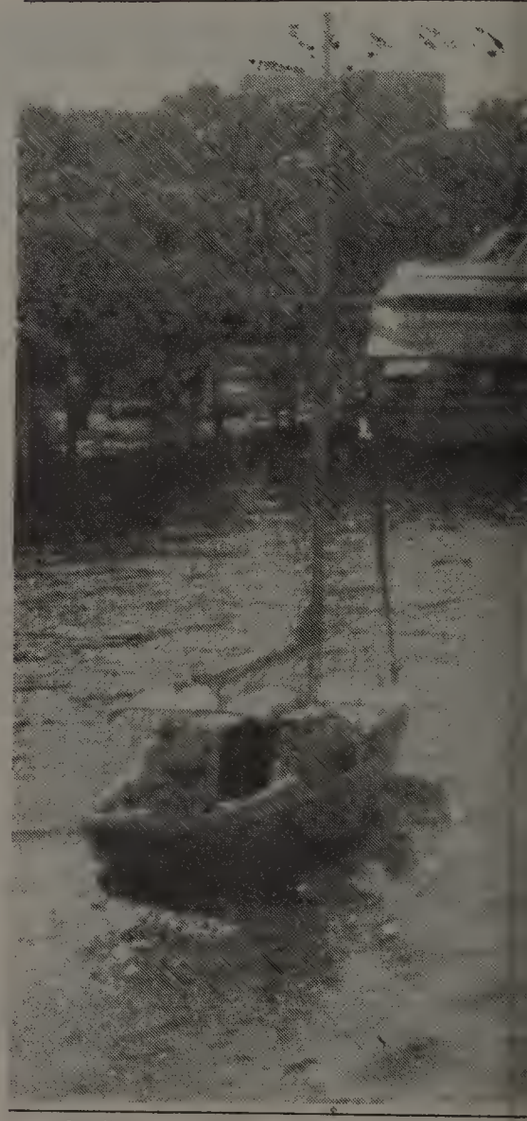
After a last night on the hook in the tropics at Christmas Cove, we departed early on Sunday for Lauderdale via the northeast and northwest Providence Channels through the Bahamas. Our first waypoint was off the northeast tip of Eleuthera Island some 800 miles away.

With four of us as crew, I set up a rotating watch schedule. It was three hours on and six hours off between 1800 and 0600 for us three guys. This way Judith, the primary cook, wouldn't have to do any night watches. During the day we all filled in so someone was always on watch. The system worked out very well, as over the next six days we ate like kings and had a chance to enjoy the different night watches.

We had great sailing. The wind was off the starboard quarter about two-thirds of the time and never blew more than 15 knots apparent. Because the sailing conditions were so ideal, we flew the cruising spinnaker part of the way. We even caught a delicious dorado. While we were BBQing on the aft deck, Judith was having an SSB conversation with a friend sailing to Rhode Island and having to battle a 35-knot gale.

The sunsets on our trip were outstanding, and the Hale-Bopp comet appeared dead ahead every night. The stars and constellations were also great to watch, especially as they moved across the sky during the various watches. All in all, the trip couldn't have been better.

As we neared the Bahamas, the wind eased off, so we motorsailed to maintain a decent speed. Our run across the banks from Great Stirrup Cay to Bimini was made in a tropical downpour, so the water was flat. It was a good thing, as there's only 12 feet of water over the banks and you don't want to be there when a chop comes up.

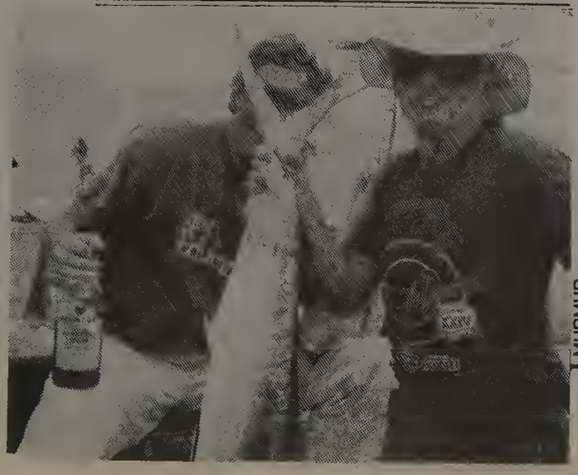


We entered the main shipping channel at Fort Lauderdale late on Saturday the 17th, having covered 1,035 miles in 6.5 days — an average of over 6.5 knots. Needless to say, we were happy with our speed and thankful for having had such good weather.

Having travelled more than 12,000 miles since leaving San Francisco, and having visited such places as Panama, Colombia, Guatemala, Belize, Mexico and the Eastern Caribbean, we'd never been stopped by the U.S. Coast Guard or any other agency. But as we passed under the 17th Street Bridge in Lauderdale, guess who was waiting? The U.S. Coast Guard!

When I told the Coasties we were inbound from the Virgin Islands, they instructed us to tie up at a fuel dock for an inspection. When the boarding party arrived, I showed them my boat papers. I also showed them the USCG Auxiliary Safety inspection report I had had done in St. Thomas — in anticipation of just such a boarding. The Coasties accepted

Doug Murray has the dorado by the tail while a crewmember prepares to administer last rites with Mt. Gay rum.



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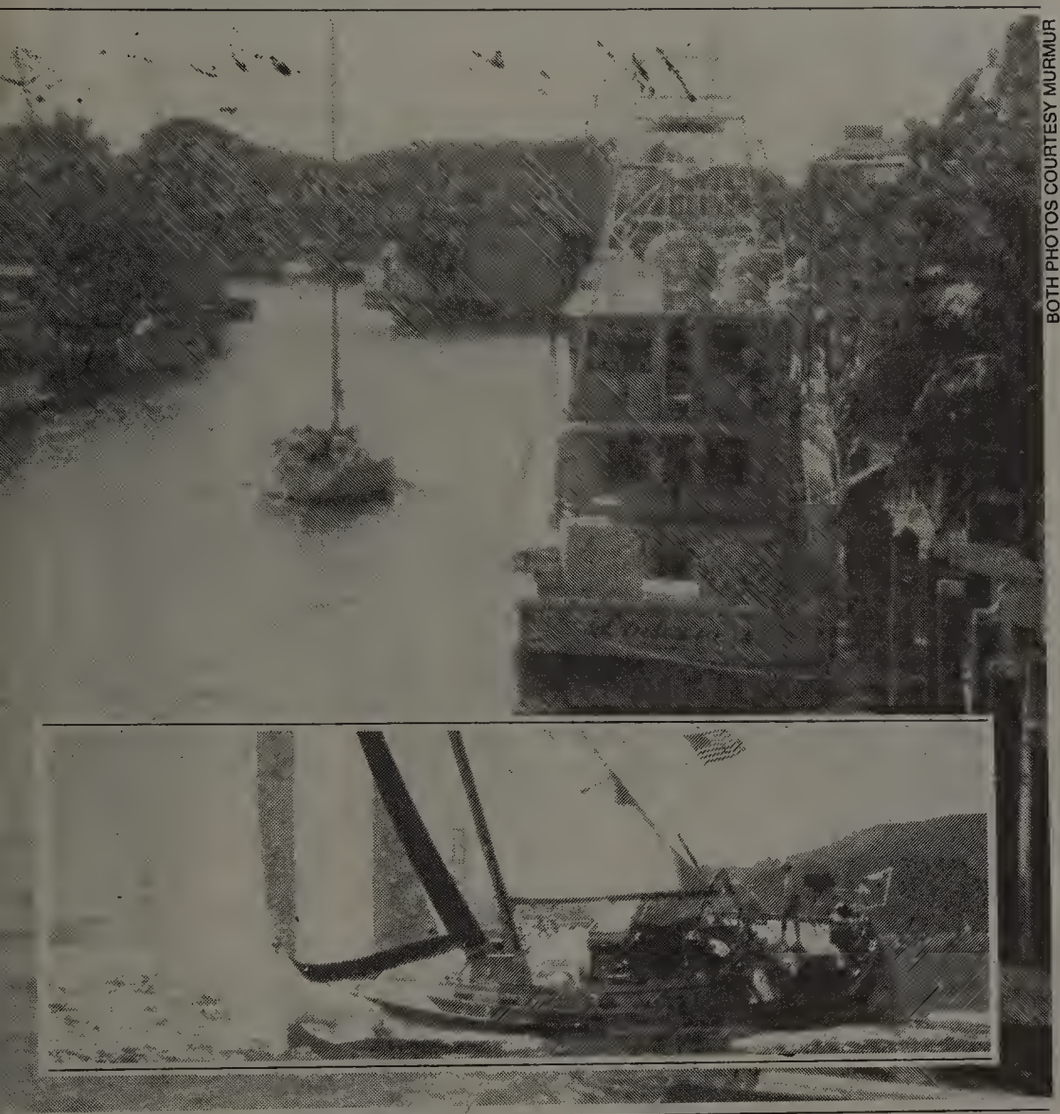

BOTH PHOTOS COURTESY MURMUR

Fort Launderdale's New River (spread) has a lot of boats, but the sailing conditions can't compare with the Caribbean or S.F. Bay (inset).

it without question — but still conducted a "Customs inspection" down below.

The proceeding went smoothly until they found a plastic bag with white powder in the forward head. Suspecting it might be some illegal white powder, the bag was passed topside so someone on the dock could test it. That person licked his finger, dipped it in the powder, and took a taste. Yuck! It was clearly bleach — just like I'd told them. I wonder if the poor Coastie who does the white powder tasting gets hazardous duty pay?

The next day we moved up to the City Dock along the New River, right in the center of town. Fort Lauderdale has three different mooring areas for transient boats, and they're all first class. Better still, the rates are cheaper than the private marinas — which are very expensive.

I listed *Murmur* with a broker and then started to clean her up. As I proceeded, I kept thinking what a great boat she was, what a great boat she'd be to have back on the Bay, and how *stupid* it would be to sell her. So off the market she came. She left Lauderdale on June 16th on a trailer and arrived at Svendsen's yard in Alameda six days later. The next morning she was back in the water.

We've since been keeping *Murmur* at Sierra Point Marina in Brisbane and have been enjoying her on the Bay. We've also been catching up with various sailing friends.

We still have all our charts and cruising guides and would be happy to review them with anyone who might have questions about cruising those areas. We can be reached at (650) 593-0314.

— doug & anne 1/9/98

Rise & Shine — N/A
Peter & Kate
Two Years, 8,126 Miles
(Unknown)

In the last two years we've sailed 8,126 miles, visited two continents, 20 countries, 52 islands, and sailed on two oceans and the Caribbean Sea. We've burned 518 gallons of diesel, changed the oil 21 times, seen nine volcanoes, weathered two major gales, and suffered one dismasting and four groundings.

We've spent *pesos, colons, balboas, guilders, francs, bolivars*, U.S. and Trinidad & Tobago *dollars*, and '*E.C.*' We have bargained in English, Spanish, French, Papmiento, Creole, Dutch and the *patois* of various islands.

We've travelled in and/or on ice trucks, garbage trucks, dump trucks, mail trucks, human-powered taxis, Blue Bird school buses, '30s delivery vans, dilapidated ferryboats, dugout canoes, police cars and with Trinidad's Director of Development.

We've seen crocodiles, anteaters, tree boas, scarlet ibis, white ibis, roseate spoonbills, macaws, parrots, howler monkeys, mona monkeys, quetzals, iguanas, agoutis, manatees, sperm whales, humpback whales, pilot whales, leatherback turtles, hawksbill turtles, Olive Ridley turtles, manta rays, eagle rays, yellow-bellied sea snakes, spinner dolphins, coatimundis, toucans, giant black and red caterpillars, fish eating bats, fruit eating bats, black scorpions, red scorpions, ospreys, caracaras, Portuguese Man-o-wars, and boobies of many colors.

We've eaten flying fish burgers ('bait on bun'), crab backs, land crab butter, blood sausage, ackee, hog plums, carabola, goat water, bull foot soup, roti, corn soup, corn ice cream, callaloo, dasheen, plantains, breadfruit, yucca, channa, pulpo, French cashews (which are not nuts), cocoa beans, soursop, arepas, guayanabana, mora, mauby, shark and bakes, rum snow cones and mamee.

We've cooled off with cold Coronas, Tecates, Dos Equiis, Bohemias, Balboas,

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LATITUDE 38/RICHARD

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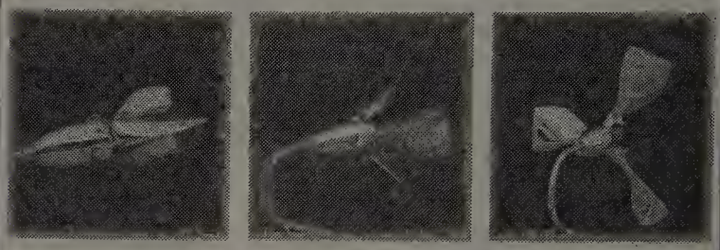

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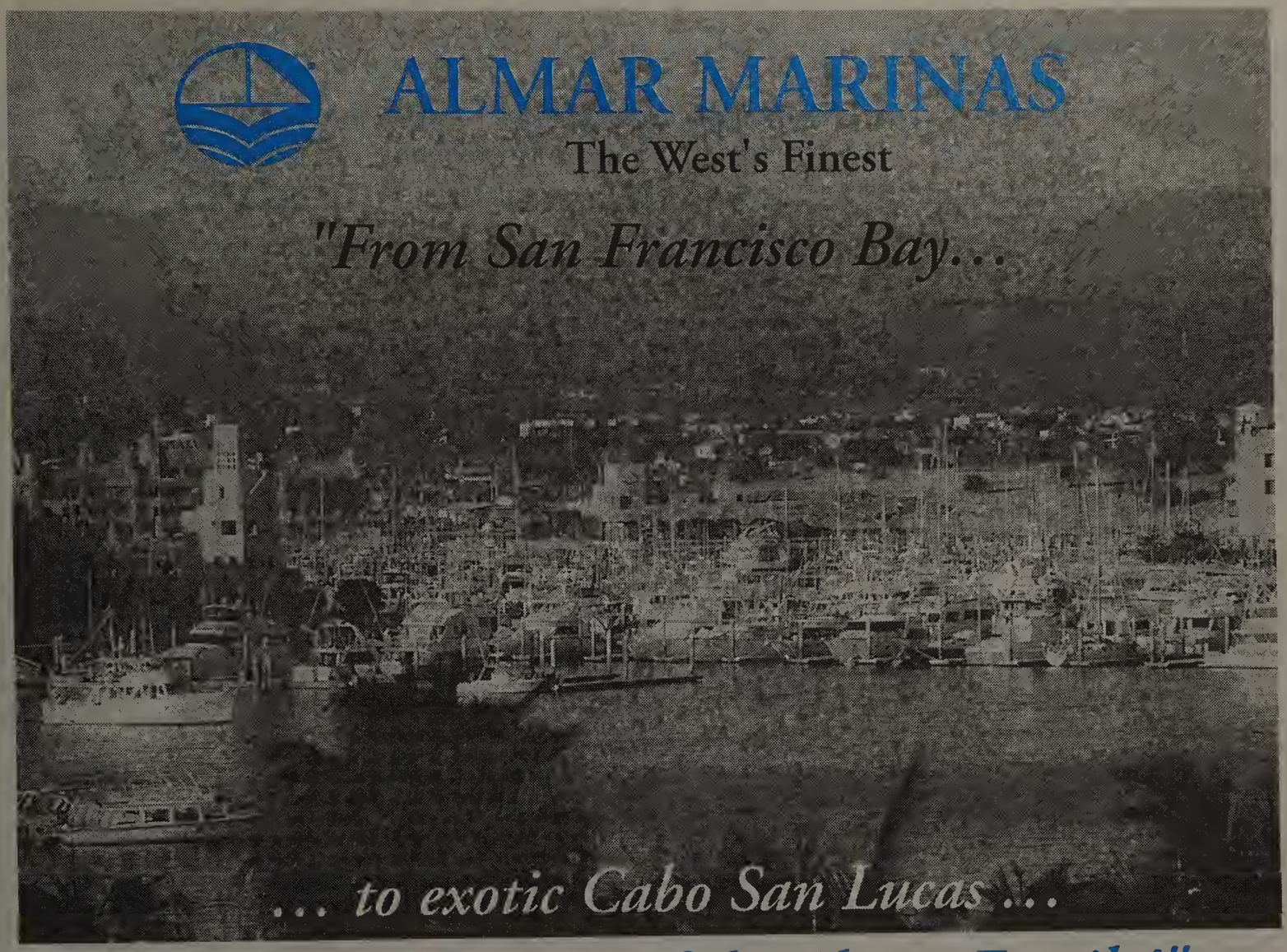

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(Spread) 'Sundancer IIs' prop recovery crew: Jeff and Gail, Ken and Sandy, and skipper Ray. (Insets) Antigua Sailing Week and the Saintes.

Anklas, Amstels (made with sea water), Presidentes, John Courages, Wadalis, Kabulis, Haroins, Caribs, Caribes, Polars, Pilsens, and Ace.

We have drank with French Legionnaires, monkeys, fugitives from California, whales, bloody blood-brothers, knife-fighters, bottle-fighters, Russian exiles, whorehouse owners, pimps, whores, Cuban scientists, Kentucky colonels, and sailors from just about every nation on earth.

With the above we've shared the following brands of rum: Bacardi, Castillo, Pussers, Cruzan, Barrilito, Santa Theresa, Agricole, Vat 19, Cavalier, bootleg, Mount Gay, English Harbor, Captain Bligh, Bois de Bande, St. Vincent's strong rum, Jack Iron, Three Rivers, Westerhalls, Clark's Court, Cockspur, Oldoak, Medellin, Gosling's, Myers, Caravel, Foxy's, Callwoods, Appletons, Macovcherie and Cacique.

We've celebrated birthdays at the President's home in the Dominican Republic, an unknown cove in Nicaragua we named 'Bumfuck', at Rincon di Guaibitos, Huatulco, Isles de Saintes, and at the old sugar mill on Tortola.

Holidays we've celebrated include the First Day of Spring with hundreds of children in Mexico, Trinidad's Independence Day, the feast of Guadeloupe in Puerto Vallarta, a funeral on Martinique, Palm Sunday in Huatulco, Thanksgiving under house arrest in the Dominican Republic, another Thanksgiving at sea in the Sea of Cortez, and yet a third Thanksgiving in a Venezuelan boatyard. Then there was the Feast of the Virgin de Valle in the Testigos Islands, Carnival on Grenada, Colombia and Bequia, two Antigua Sailing Weeks, the June Regatta in Martinique, Fourth of Julys in Costa Rica and the Tobago Cays.

During these two years, *Rise & Shine* has been boarded by the Mexican Navy, the El Salvadoran Navy, the Dominican Republic Navy (three times), Trinidad Customs officers (twice), hundreds of butterflies, one viper, one big black scorpion, various boobies and pelicans, one Cuban stowaway, one burglar, one sparrow, seven squid, several swimming crabs, and lots of cruising friends. And you wonder why we only write once every two years?

Our favorite island? Bequia. Our favorite rum? Goslings. Our favorite activity? 'Notting' — which is not doing a damn thing. What we wanted most for Christmas? Letters. Future plans? Another season in the Eastern Caribbean, another season working in the U.S. Virgins, then fly to Europe for a season of land travel.

By the way, there seems to be a persistent belief that cruising in tropical places is nothing but hot, lazy days languidly spent swinging in a hammock in the shade of palm trees while sucking on a rum drink watching the sunset and later dancing to island music under the stars and balmy breezes. But as we sit here at the Trinidad YC, I see a young man amid a pile of textbooks struggling through his English grammar. The workshed is full of cruisers cursing while they repair outboard engines, patch leaks in inflatable dinghies and restore fiberglass. And there are people carrying bags of groceries from taxis to dinghies, hefting large loads of laundry, mending torn sails, sewing new awnings and bug screens and filling water jugs. All of us are in constant activity just to keep abreast of the necessities. Add 95° heat to the equation as well as the occasional rain squall and biting bugs, and you finally have a taste of the truth.

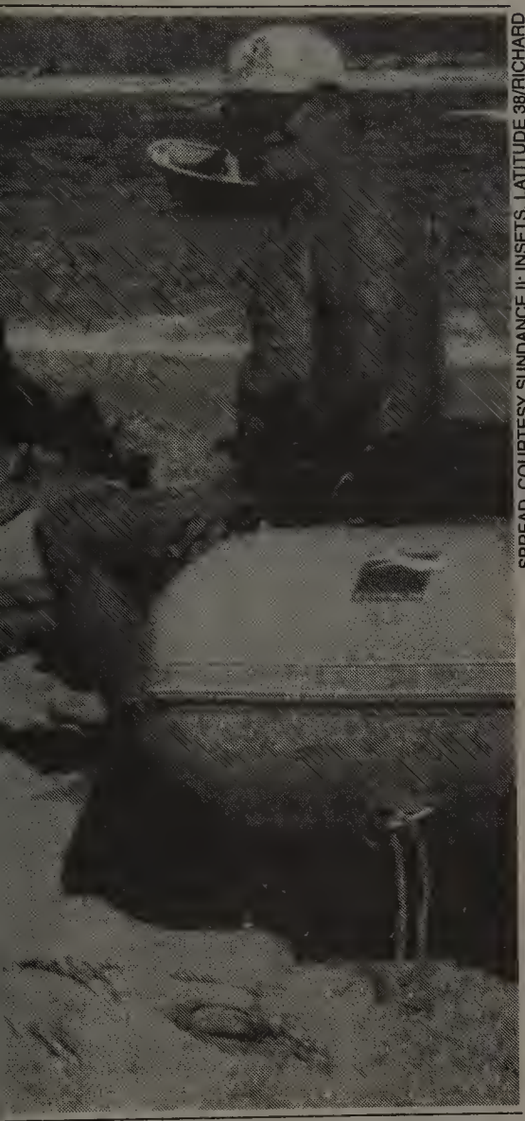
— *kate & peter 12/97*

Folks — It would be a great help to us if you could remember to include your full names, your boat name, boat type, and hailing port. There are just too many of you out there for us to remember.

Sundancer II — N/A
Ray & Pauline Taylor
Propless In Bahia Santa Maria
(La Paz, Baja)

Through your excellent publication, we'd like to thank all the people who helped us when we 'dropped' our prop while anchoring in Bahia Santa Maria on the Pacific Coast of Baja.

A big thanks go to Jeff and Gail of *Sea Witch*, who turned back from Magdalena Bay to help us conduct an underwater grid search for our prop. Special mention should also go to Tony of *Veritas* who, despite being from the Lloyd Bridges era of diving, also came back from Mag Bay to help. The same goes for the four free



SPREAD, COURTESY SUNDANCE II; INSETS, LATITUDE 38/RICHARD

divers from YaYoYa. With the kind assistance of the good folks on *Miss Betty*, who unstintingly gave us additional dive tanks and air, we were able to extend our search. Thanks to them also.

These folks mentioned above are the ones who were directly involved in the search for our elusive prop, however a number of other cruisers, power and sail, gave us plenty of moral support. They were: *Sting Wray*, Wayne and Delores; *Fiddlers Green*, Tom, Jean and Wendy; *Blue Lagoon*, Barb and Dieter; *Jai Yen*, Mike and Sally; *The Legend*, Brian and Alexis; *Petronella*, Petra and Wim. We hope we didn't miss anyone.

We'd also like to extend a special thanks to Lou and Sharon of *Tin Can*, who towed us all the way from Mag Bay to Cabo San Lucas. This happened after the wind, which had been blowing for days, decided to stop right when we'd made the decision to sail to Cabo.

We also cannot say enough about the kindness and hospitality we experienced from the American cruising community during our trip down the West Coast. To everyone, we say, 'thanks'.

— ray and pauline 1/15/98

Camp Zihuatanejo
Junior
Spindrift Cove
(Z-town, Guerrero, Mexico)

Dear Mom & Dad, here's what we've been doing at Camp Zihuatanejo:

We anchored in Spindrift Cove this year. You probably can't find it on your chart — because it didn't have a name until we gave it one. I've sent the enclosed map so you can see where it is. But it's a secret anchorage, so don't show the map to anyone else.

Spindrift was the first boat anybody remembers anchoring here, so that's how the cove got the name. We also looked the word 'spindrift' up in Chapman's, and discovered there's a lot of it in the cove. I'll bet you don't know what 'spindrift' is, Mom! I'll tell you when I come home.

Other boats anchored here include *Loon*, *Windward Luv* (Don is the former Mayor of La Ropa Beach and the new Bard of Spindrift Cove), and *Serenity* (one of the few powerboats in the cruising fleet, but it's a trawler with a mast and a boom, so she's close enough).

I'm sorry I haven't written sooner, but we've been very busy here at Camp Zihuatanejo. We spent the first two days learning to spell Z-1-H-U-A-T-A-N-E-J-O and finding out how to get to Noemi's Restaurant, Camp Headquarters. That's where the guys gather to talk about amp hours. First thing each morning we have 'orientation' on Channel 22 to find out what our activities will be for the day, as well as who's new and who's leaving.

Paul, one of the boys, is lucky enough to live here at camp all year round aboard *Inshallah*. He tells us where we can take our toys to be repaired. It seems like somebody is always breaking toys: alternators, watermakers, heat exchangers and radios are among the most popular. By the way, could you send me some golf cart batteries and chocolate chip cookies?

We had so much fun one day when our counselor arranged for a bus to take 38 of us, boys and girls together, to Playa Potosi, where we ate lunch cooked on an old-fashioned adobe stove and did arts and crafts. Our art teacher, Anne Sayre, comes from Massachusetts every winter to help us kids learn painting and stuff. This day our project was to paint shaker beans.

One of the girls — who can climb a tree as good as a boy — gathered a gazillion bean pods from the sacred, mystical, exotic jacaranda tree. The bean pods are brown, a couple feet long, and rattle when you shake them. That's why they're called shaker beans. When we have birthday parties, some of the kids play musical instruments while we all sing and shake our beans to the beat of the music. One time the counselor hired a mariachi band to play for us. We shook our beans and had a ball!

One of the counselors told us that the ancient Indians would shake the beans to ward off evil spirits — such as headaches acquired from drinking too much foo-foo juice. The people in Mexico make foo-foo juice from a cactus. Bet you didn't know that, Dad! Anyhow, I painted a bean for you and Mom; I'll mail it to you just as soon as you send me some stamps and whenever someone leaves camp to take the mail with them.

We also studied beach wildlife, and have observed many rosy-breasted beach setters! Did I tell you, Mom, that Camp Zihuatanejo is coeducational? I didn't know that girls could be so much fun! The girls are always asking the boys to dance. A couple of times, the girls got together to eat by themselves, but I think they mostly talked about us boys. They also complain a lot about 'dinghy butt', but I guess the guys don't catch that. George, from the Reno-based *Moonshadow*, gives special sailing lessons to the girls — four at a time. The girls say they really enjoy it and that George is a "10+" — whatever that

When 'Capricorn Cat' gets flying along at 12 knots, her humming hulls and bow spray are a sensory delight. She's a Z-town favorite.

WINDWARD LUV

is. Someday I hope I'll be able to give sailing lessons, too.

There's a boat here called *Capricorn Cat*, which belongs to a boy named Blair Grinoles of Clear Lake. It's a catamaran, which means it has two hulls instead of one. If it had three hulls it would be called a trimaran. I don't know what it would be if it had four hulls. When we're not working on our boats, or getting water, food and other supplies, we do things like snorkeling and diving. We get to go on a snorkeling and diving trip on *Capricorn Cat* about once a week, so it's good that the boat can hold lots of us. One time, coming back from a trip, the boat went 12 knots. That's really fast, Mom!

We had a treasure hunt this week because *Capricorn Cat* lost her stern anchor. We all helped find it, and I got to learn how to use a grappling hook. It was cool! Blair was so happy that we found his anchor that he made pancakes for everyone who helped. My friend, Rich, from *Surely II*, was the one who actually found the anchor.

Yesterday was a very sad day for all of us kids at Camp because Ozzie, the parrot aboard *Spindrift* , took a swan dive off the top of the mast. It turned out to be his swan song, too. We all wore black armbands in Ozzie's memory during the Friday night raft-up. Peggy, from *Margarita*, sang a special eulogy for, "Ozzie, the parrot who is now dead, as dead can be." Poor Ozzie!

Spindrift left the cove and headed south today. They're in a hurry because they want to transit the Panama Canal before the price hike to $1,500 takes effect. We miss Dan and Rhoda already.

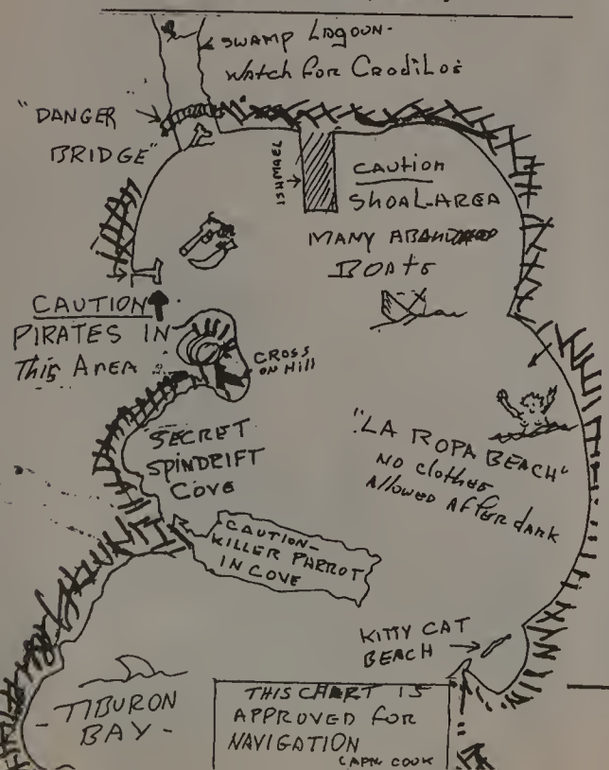
The 'raft-up' is something we do every Friday night. The rubber blow-up boats tie to one big boat, and we all watch for the green flash when the sun sets. Have you ever heard of the green flash, Mom? I've seen it twice now! We also bring food to pass around to everybody. It's the best food in camp! I need the chocolate chip cookies to pass around next week. I'll need a lot, because sometimes we get 60 people. And because there's this one guy, Don from *Loon*, who is known as the Cookie Monster because he takes more than his share.

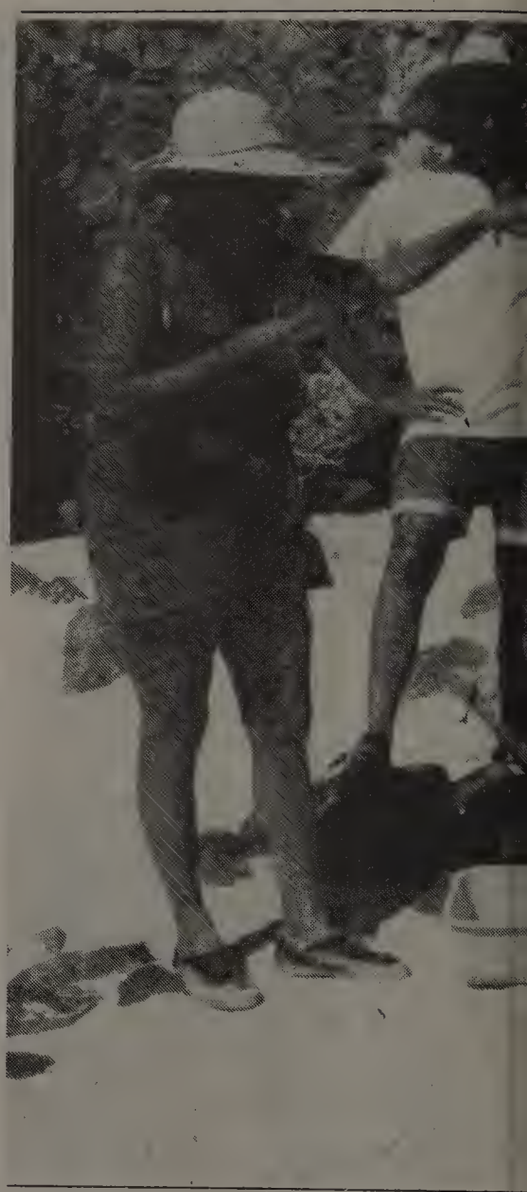
During another raft-up, Jim, the skipper of *Laughing Buddha*, gave us the assignment to write a poem called haiku. Most of us didn't know what that was, but Jim said nothing had to rhyme — so it wasn't too hard. The following Sunday Jim did a 'Poet Net' and read everybody's verses while weird music played in the background.

Other neat activities have been the all-bay skinny dip on Wednesdays. And with 400 restaurants in just this little town, we eat a lot of good Mexican food. Shopping at the central *mercado* is always an adventure and helps us to improve our Spanish. I haven't told you about Italian Night, which is when we saw this old movie called *The Godfather* and ate a spaghetti dinner potluck. Or the wrestling matches where we all rooted for the bad guys. There's so much more, but it's getting late. I'll tell you the rest when I see you. Please, please, P-L-E-A-S-E, can I come back again next year?

Your Cruising Kid,
Junior

The 'Secret Pirate Map to Spindrift Cove. The last person to read it should eat it and wash it down with a Victoria. So the campers say.





Irie — Cascade 36
Karen Peterson & Richard McKay
Valentine's Day Beach Clean-Up
(Caleta Partida, Baja)

Having arrived in La Paz at the end of January, we did what most cruisers do: reprovision and head for the islands. We were going to enjoy two weeks at Caleta Partida, a nicely protected anchorage between Isla Espiritu Santo and Partida, but we broke our transmission while anchoring. When we dove on the boat, we discovered the prop shaft was bent, too. So with help from our Canadian friends Bob and Mary Penny aboard the Tayana 37 *Capricorn IV*, and Ray and Pauline Taylor aboard the Pretorien 35 *Sundancer II*, we set the hook and decided to stay awhile anyway.

The Caleta Partida anchorage is a favorite with cruisers from La Paz and has also been the primary site of 14 Sea of Cortez Sailing Weeks. So we enjoyed beach potlucks, beach volleyball and exploring the many nearby coves. We also fished, snorkeled and took excursions to Los Islotes to swim with the sea lions. We even had a few low-flying aircraft come through the anchorage, as well as a visit from a Mexican Navy helicopter. The chopper made two low turns above the fleet checking for a boat that had accidently activated their EPRIB. It's nice to know they're there for us if we need them.

After about 10 days of good times — it happened to be Valentine's Day — Bob

COURTESY IRIE & FRIENDS

(Spread) Mary, Dick, Karen, Pauline, Ray and Bob — the Caleta Partida clean-up crew. Some trash was left by fishermen, some by cruisers.

Penny of *Capricorn IV* suggested that we give a little something back by cleaning up some of the beaches that were littered with garbage. It was surprising how messy some of the beaches were, with broken glass, aluminum and tin cans, and lots of plastic and styrofoam. There are fire pits which some cruisers have been using to burn their garbage. It's better than throwing stuff overboard, but cans don't burn, so the pits were full of them.

In any event, the crews from our three boats assembled our beach-cleaning gear — bags and buckets, gloves and shovels — and attacked our first beach. This particular beach had a large pile of rubbish that had been just thrown aside among the rocks, and was pretty much of an eyesore. We spent the morning picking up garbage and filling bags that to take back to La Paz for disposal. It was pretty gross work for the most part, but we figured we were making points with the cruising gods for good luck and good weather. Afterwards, we retired to *Sundancer II*, where Pauline fixed us all a sumptuous Thai dish. We spent the remainder of the day resting from our labors. You know about all work and no play . . .

The next morning we were back at it again, and got two more beaches shipshape before calling it a day. There are more beaches in the area that could use the same treatment; maybe we'll get to them on our next visit.

We're not suggesting that the garbage is left only by cruisers, as we found lots of old panga pieces, plenty of two-cycle engine oil containers, and even a full size refrigerator. Nonetheless, it was obvious that a bunch of it had come from cruisers. so just a note to our fellow cruisers, that it doesn't take much to leave the areas that we enjoy so much as clean or cleaner than we found them.

So with an escort from our buddy boats, we made it back to La Paz where we've started the process of getting the transmission fixed. It may take awhile, however, as Carnival just started. Oh well, we might as well enjoy the celebrations. well, might as well enjoy the celebrations.

A special thanks to our buddyboats for 'baby-sitting' us while in Caleta Partida and on the way back to La Paz. Once in the bay, they helped us secure our hook — a major concern because of the 'La Paz Waltz' that has caused more than a few anchored boats to crash into one another.

We also want to thank *Latitude* for making us famous among our friends in the area by printing our Cabo check-in comment. As soon as we got back to La Paz friends couldn't wait to show us the issue. Pretty heady stuff for us new cruisers.

Irie is our first boat, and we bought her and learned to sail to do just what we're going now. We headed south from Puget Sound in early August, complete with our two German Shepherds. So, yes, Virginia, it can be done!

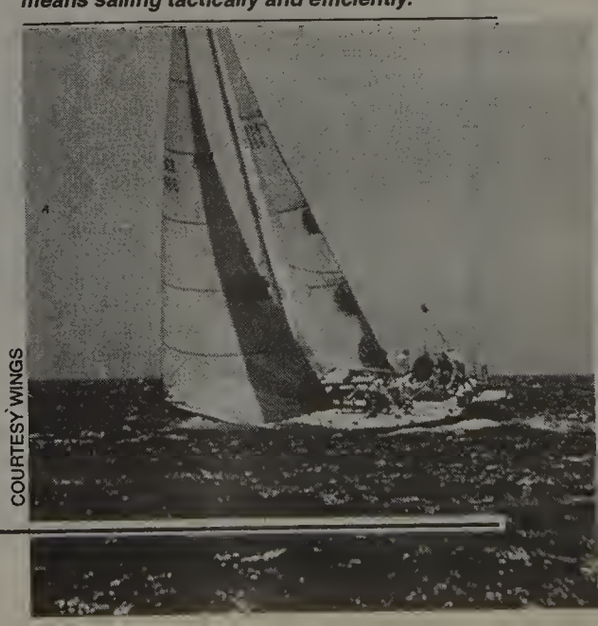
— karen & richard 3/15/98

Wings — Serendipity 43
Fred Roswold & Judy Jensen
Cruising Mexico
(Seattle)

The cruising life.

At first light on February 14, we weighed anchor at Ipala, which is about 30 miles south of Puerto Vallarta. We had the sails — the main and #4 — set before sunrise and took advantage of 13 knots of southeast wind to make good speed to the south. By the time the sun came up, we were enjoying our morning coffee and letting the vane do the driving.

For many cruisers in Mexico, 'playing the shifts' means putting the engine in gear. For 'Wings', it means sailing tactically and efficiently.



COURTESY WINGS

CHANGES

The sailing was easy, so Judy fixed some fruit and cereal for breakfast while I pulled down a weatherfax. A big high to the north of us and a cold front to the south explained the unusual easterly component to the breeze. Later, in a patch of sunlight astern, I saw the mainsail of Refuge, hull down. They'd departed Ipala some time after we did. I wondered if we'd see them that evening at our destination, Chamela, 40 miles down the coast.

We dragged a fishing line, but didn't have any luck.

At 1000, the wind shifted slightly to the south, so we sailed on the 'knock' for half an hour before tacking. We were now laying the 'mark'. I watched Refuge, which was inshore of us, and wondered if we'd make out on her by being farther out when the wind shifted. At least we were well to weather of her. As it turned out, they never gained on us.

We had a great day of sailing, moving well the entire time. The only annoyance was catching a bunch of darn black skipjacks, which we threw back. But then we caught a nice sierra mackerel to make up for it.

JUDY JENSEN

The sights of Mexico are so bright that Fred Roswald of the Serendipity 43 'Wings' has to wear shades. Tenacatita Bay is a favorite.

At 1500, when we were just five miles from Chamela, we were hit by some rain and the wind shifted to out of the north. With visibility shot, entering Chamela was out of the question. So we hove to in 25 knots of wind until the whole thing blew over half an hour later. Meanwhile Refuge motored up — and beat us into the anchorage!

At 1700 we got the hook down, hung our wet clothes out to dry, and had a little rum. Just another fine day in Mexico.

Two days later we entered Tenancatita Bay. We hadn't done it for a year, and this would likely be the last time. Tenacatita is always gorgeous, but that day the air was particularly clear. Even though the beach hotel was a long ways away, it was easy to see the day-glow orange of the women's swimsuits and the white of the mens' T-shirts. The long Pacific swells rolled beneath our boat and on toward shore. When a wave crashed, you could hear it for half a mile. The spray shot up in the air and blew inland like a gray cloud. Then, after a short delay, came the sound — Thrrr-ump!

We set the hook, folded the sails, and opened a bottle of rum. I put on some Beatles and sat on deck with the 'long eyes' and scanned the anchorage. There were 19 boats including ours. They all looked sharp in the bright sunlight that

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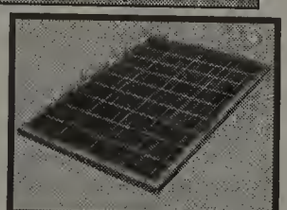

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Downwind Marine will sincerely miss 'Radio' Mike Procsal, who passed away on March 1. He has gone on to better cruising grounds. A great help and asset to the cruising community, he will be missed by all.

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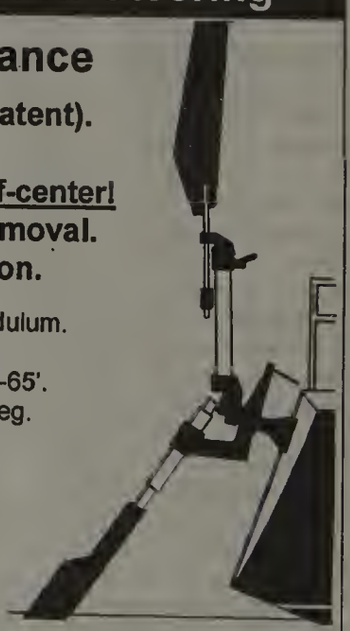

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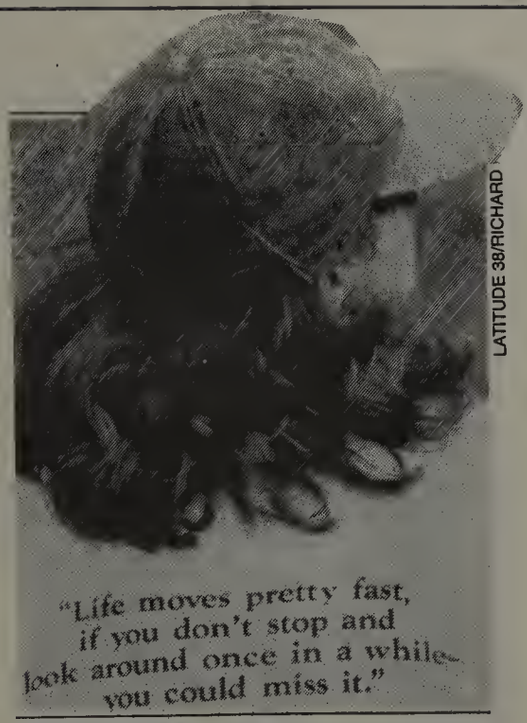
followed the cold front that came through the day before. All the boats rose and fell in the swells, making it seem like some kind of silent ballet. Nineteen boats with fellow cruisers, all enjoying the unbelievable beauty and tranquility of Tenacatita Bay. We were reminded once again that life was good.

—fred & judy 3/15/98

Cruise Notes:

The West Coast cruising community lost an institution on March 1 with the passing of 63-year-old Michael Procsal. The host of the San Diego cruiser's net weekdays on Channel 68 as well as a daily presence on the Manaña net, Procsal was known to everyone as **'Radio Mike'**. He began hosting the net at Pacific Marine Supply more than a decade ago, and continued on when that company was bought by Downwind Marine.

Radio Mike was not only a source of information on how to find and do things in San Diego and Mexico, but he also served as a primary link between cruisers and their families and friends back home. And when the Coast Guard received a report on an 'overdue' boat, they would almost always turn to Radio Mike, who could find just about any boat in a day or two. Radio Mike's passing leaves a profound silence on cruiser radios.



LATITUDE 38/RICHARD

With so many Baby-Boomers having evolved — who would have thought it possible? — into workaholics, this advice is worth heeding.

"Warm and dry, that's what we are!" write Bill and Jean Coltrin of the Seattle-based **Sunset Run**. "Every day we say 'thank you' that we're down here in Mexico and not stuck aboard a small boat in a flooded Southern California marina. Since the first of the year we've had rain just three times. The first two times were at Punta Mita near Puerto Vallarta, when it rained for a total of two minutes. The third time was mid-February when it rained — complete with thunder and lightning — for about half an hour. Mostly it's been warm during the day and cool at night — perfect!"

Last month, because of increasingly negative reports, we asked if anybody had anything good to say about **Costa Rica**. We received the following from Jim Sayers, who sailed out of Northern California about seven years ago:

"I believe that Costa Rica is Spanish for 'dream gone sour'. If you want to get depressed, just read the *Tico Times*, which is the weekly English language newspaper. It's so rife with stories about gringos and Europeans getting ripped off that I couldn't write for them any more. To be

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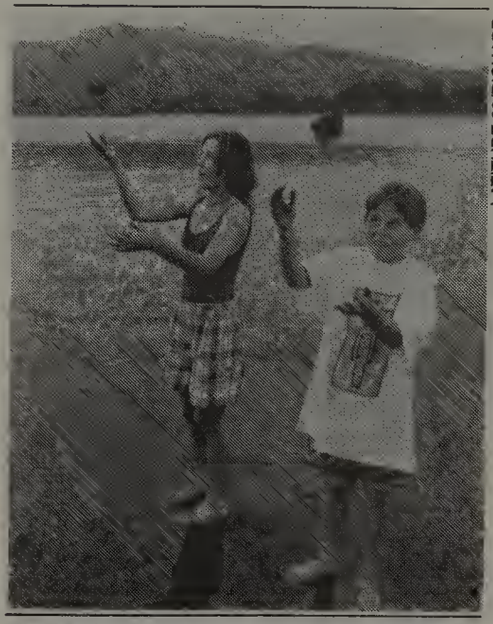
CHANGES

fair, there are some good things. Costa Rica still does have some great tourist destinations. And 'Rambo', the out-of-control Immigration officer in Golfito, is no longer in charge. Furthermore, the Banana Bay Marina, also in Golfito, seems as though it's a small island of sanity. The American manager and his crew seem to be putting forth the effort needed to keep yachts and yachties safe from the usual rip-off artists that Costa Rica has seemed to be breeding recently.

"While the rest of Latin America is a mixed bag, it's my opinion that Costa Rica is hands down the worst. I've spent the last five years there and can report that it's getting worse as the economy goes down the tubes. **Panama**, on the other hand, is a refreshing change. It has its problems, too, but the economy is better and as long as people exercise common sense they don't have to worry about their personal safety and possessions. **Nicaragua** is also great; unfortunately, it's not really ready for yachts yet."

Any other opinions?

"If you're heading north into the Sea of Cortez this spring and are looking for a unusual site for a business lunch," write Becky and Lachlan McGuigan of the C&C Landfall 48 **Xephyr**, "we've found the perfect spot. It's Ray and Diane Lima's newly-opened palapa restaurant on Bahia Concepcion's Santispac Beach. We've sampled six different entrees in the three times we've been there, and all were delicious. Our favorite was grilled shrimp stuffed with yellowtail tuna and cheese, wrapped in bacon, and served with fresh asparagus. Dinner for two, including two drinks each and a tip, came to $24. The ambience is great, as you can sit in the shade with your toes in the sand while you enjoy a cold beer, mixed drinks — or even a French chardonnay. And each meal comes with a chilled fork and a crisp salad!"



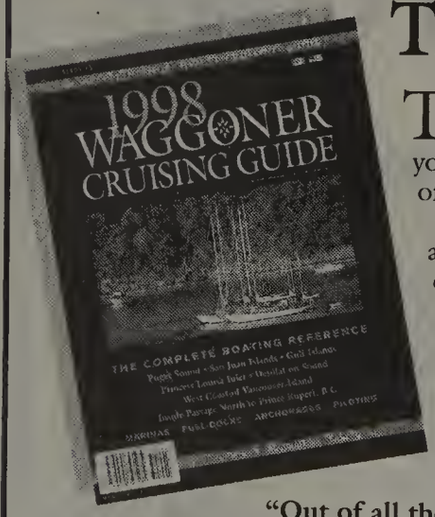
LATITUDE 38/RICHARD

Need to juggle time in Costa Rica? Fastasy Island and the other nearby resorts have always been reasonably good safe havens for cruisers.

When a Baja palapa restaurant starts stuffing one kind of seafood into another kind of seafood, it's an indication to us that the world as we know it might be coming to an end. Chilled forks? It wasn't that long ago that if you asked for a fork in even a better hotel, the frontier waiter would look at you as though you were nuts and tell you to pick up your food with your tortillas.

"Last month my husband John and his friend Ralph sailed our Peterson 44 from San Diego to Cabo and then on to San Carlos," Stef Vermette of Tucson informs

Cruising the Northwest This Year?



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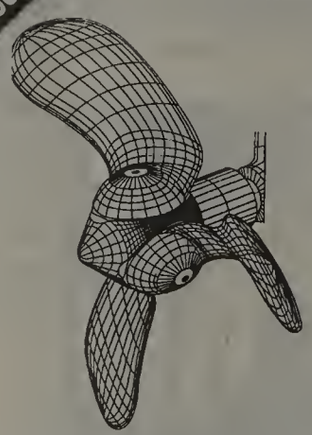

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us. "They signed up for the Some Like It Hot Rally in Cabo when they passed through, but when last month's *Latitude* came out they ended up being identified as *U Bertha* rather than **U Betcha**. My husband says it's not big deal, but could you correct it?"

We can't correct it in the sense of recalling all the magazines and changing them. But as for it being changed in our minds? You Betcha!

"My wife and I are likely to be participants in late October's **Ha-Ha V** from San Diego to Cabo," writes Gavin Chilcott of Seattle, "and we're currently trying to imagine a reasonable itinerary for a trip leaving Seattle at the end of August and returning to San Francisco Bay by the end of January. Unless we come to our senses, we might be tempted to venture south of Cabo after the Ha-Ha. In fact, are we correct in remembering that you once published an article about getting from Costa Rica to Cabo during the Ha-Ha time of year?"

On the assumption that you're competent sailors with a fast boat and a relentless gung-ho attitude, the Wanderer suggests this post Ha-Ha itinerary: *November 6 - 21*: Cabo, Frailes, Muertos, Partida, Isla San Francisco and La Paz. *November 22 - January 1*: Cross the Sea of Cortez in time for Thanksgiving at Mazatlan, then coastal hop to Puerto Vallarta for the Christmas and New Year holidays. If you're really Type-A sailors, you may want to jam all the way down to Z-town for the holidays. *January 2*: Get serious — real serious — about making tracks north. The good news is that January winds are usually light along the coasts of Baja and California. The bad news is that when there is wind, it often blows very hard and comes with large seas. As for Costa Rica, you don't have anywhere near enough time to enjoy a trip there and back. Relax and count the smiles, not the miles.

FOTO DEL SUR

Enjoy a good laugh? Wait until you round the southernmost tip of California and pull into Cabo San Lucas.

By the way, the Wanderer — once again masquerading as the Grand Poobah — reports that Baja Ha-Ha, Inc., has received its first $129 **paid entry for Baja Ha-Ha V**. If you plan on doing the cruising rally that leaves San Diego for Cabo on October 27, remember two things: 1) You must include your name, your boat name, your boat type, and your full address when you send your check to Baja Ha-Ha, Inc., 21 Apollo Road, Tiburon, CA 94920; and 2) There are no refunds. So hold your fire until you're sure that you're

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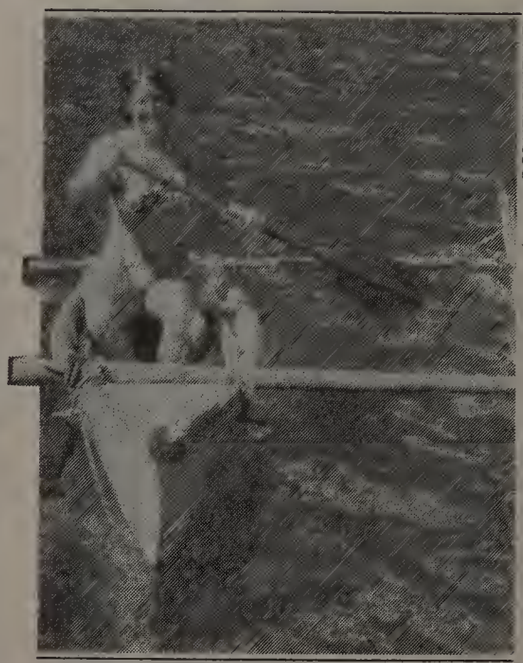
CHANGES IN LATITUDES

going to go.

While the Ha-Ha entry forms won't be ready for another two months, Baja Ha-Ha V is shaping up just fine. The dates are firm, the basic arrangements have been made, and many of the cosponsoring businesses and party hosts have already recommitted. As for the complaint about two much darkness during the last Ha-Ha, the Poobah has arranged for there to be a full moon on November 3, smack in the middle of the event. He's currently in negotiations about a more consistent breeze than last year.

"We're three adults — and three kids under the age of 10 — who will be hanging around the Bay until late summer and then leisurely cruise south for the winter," writes Matt Stone. "Our boat is **Saga**, a steel Wylie 65. She was built in Alameda in '84 by Arlo Nish, who then sailed her around the world before passing her on to Beau Vrolyk and family for their four-year Pacific cruise. Now it's our turn! By spring we should be ready to turn right, and thus will be candidates for the Wanderer's proposed Ha-Ha Across the Pacific."



RODNEY PIMENTEL

Jane Pimentel goes native to celebrate completing the '97 'Puddle Jump' with husband Rodney aboard the Alameda-based Jeanneau 36 'Azure'.

If memory serves us, Nish did two circumnavigations with this boat. We remember *Saga* best for being one of the few boats that had integral tanks for water, fuel — and vodka. And does she still have that crazy electric stove set in that pit? As for a Ha-Ha Across the Pacific, The Wanderer is contemplating a staggered start from Mexico in March. The slower boats would leave sometime during the first week, the faster boats would leave sometime during the second week. Anybody interested?

Ray Watson of **Soul Coaxing** and Mike Pearce of **Abraxas** report they've started Mazatlan Marine Center, S.A. de C.V. The new outfit will coordinate all services needed for boats, including diesel and outboard repair, electrical and mechanical work, as well as the servicing of refrigeration and air-conditioning systems. In addition, they are a brokerage business with 20 listings. "People shouldn't come down here expecting to find a fire sale on boats," they caution.

We'll conclude this month's *Changes* with a bit of advice: If you like to have fun, and you'll have your boat in Mexico in late April, don't miss the 15th annual **Sea of Cortez Sailing Week.** It starts in La Paz on April 24.

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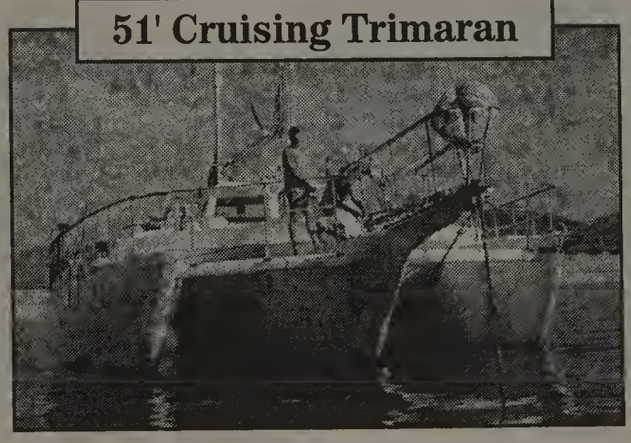

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SAN JUAN 24, fixed keel with trailer. Main, 2 jibs, spinnaker, CG aux inspected, Lifesling, VHF, other safety gear. Sleeps 4, Porta-Potti. 5 hp Nissan outboard. 1 year Santa Cruz Harbor dryslip with hoist card, your option. $3,650. (408) 429-6064.

MELGES 24 USA 2 IS FOR SALE. Raced maybe 2 seasons, excellent condition, minimum weight, good race record. White hull w/white deck, Ullman sails, Sailcomp, all the go fast stuff. $26,000. Call David at (805) 644-0486 or email: apaudler@west.net

21-FT CLIPPER MARINE 21, 1974. Trailer, o/b, furling jib, anchor, lifelines & pulpit, interior cushions, sleeps 3, propane stove, Porta-Potti. 2 times Catalina vet, dinghy, lifejackets, etc. Ready to go. $1,100. (916) 624-2454.

24-FT PACIFIC DOLPHIN. Sturdy pocket cruiser on newer tandem axle trailer. New Honda o/b with elec start & generator, canvas & stem rail. Includes AP, solar panel, lots of ground tackle, BBQ, 4 sails with whisker pole, plus much more. Sleeps 5, $10,000 obo. (209) 586-6163.

CAL 20. Very good condition, main, jib, genny, heavy duty rigging per Steve Seal. 6 hp Evinrude o/b, anchor, extras. Berkeley upwind berth. $1,400 obo. Have bought another boat. Please call Dick, (510) 548-0186 or John, (510) 526-9626.

MONTGOMERY 15, 1987. Lyle Hess designed keel/centerboard fiberglass mini-cruising sloop. Main & jib, Honda o/b, anchor, extras. Sleeps 2 adults comfortably. Like new. Includes trailer. Ready to sail (almost) anywhere. Located Florida Panhandle. California based owners must sacrifice. $2,950. (415) 332-9231.

24-FT WYLIE WABBIT. Pineapple mainsail & class jib, Nuclear class jib & 155% (all 1 yr old), 2 spinnakers plus practice sails. Flotation bulkheads fore & aft. EZ Loader trailer. $5,400. Please call (510) 865-9788.

CATALINA 22 MKII, 1996. Commissioned Oct '96, launched Dec '96. Fixed wing keel, boomkicker (eliminates topping lift). Vang, Cunningham, roller furling jib, single line main reefing, all led to cockpit with cabin top rope clutches. Lazy jacks. VHF radio in cabin, masthead antenna & windex. International Rules lighting. 2nd reef in main. 8 hp Honda. Stainless ladder, pulpits. Lifelines. Galley, potti, v-berth curtains. Bottom paint. Sail, motor, tiller covers. Fortress anchor. Stainless anchor roller. Fenders, safety gear. Well maintained. Trailer. Bad back forces move to ERD. $16,000 complete, obo. (650) 493-7626.

HOLDER 20, 1981. Good condition. 7 sails, nice trailer, lifting harness. Fast & fun. New baby forces sale. $3,000. Call KC at (510) 265-6231 work or (510) 796-2242 home.

23-FT NUNES BEAR, #17, *HUCK FINN.* Hauled at Svendsen's yard, Alameda April 10th - 17th (annual haul). Active racer, pocket cruiser. New sails, excellent condition. $5,000. Lv message, (510) 337-9807.

PEARSON 22, 1971. Fixed keel, very sturdy, good sails, new paint, compass, sink & water tank, 12 hrs on 11 hp Evinrude, 2 gas tanks, lots of storage, trailer & more. 14 yrs in storage, good condition. $2,500 obo. (650) 347-4817.

18-FT HERRESHOFF AMERICA gaff rigged cat boat, 6 hp Evinrude. Lots of character. $3,500. (707) 763-5809.

23-FT BEAR BOAT, #55, *LOUIE-LOUIE.* Good condition. Great SF Marina Green slip. Recent survey, standing rigging, 4 hp Yamaha outboard & cover. North sails & spinnaker. Good speed. $3,500. (650) 366-3263.

COLUMBIA 24, 1964. S&S design. Propane stove, head, holding tank, water, sink, GPS ready Loran, VHF, Bruce, Danforth, digital knot & depth. No blisters, new Sterling topsides, newly rebuilt mast w/new standing & running rigging & new appliances. New thru hulls & seacocks, 4 sails w/new genoa & main w/3 reef pts. New main & jib sheet tracks & cars. $6,000. Dave at (805) 965-1253, please lv message.

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RANGER 23, 1973. Arrival of twins forces sale. Main, two 125%, 2 spinnakers. 5 hp 1992 Mariner o/b. All lines led aft, VHF, KM, 2 spd primaries. New bottom. $4,175. Nick, (510) 643-8623 w or (510) 376-9637 eves or nsitar@ce.berkeley.edu.

SANTANA 20. All one-design class legal modifications. Faired. Nice sails. Trailer & outboard. Eureka. $4,000. Please call (707) 443-1258 dys or (707) 445-2285 eves.

FREEDOM 21, 1985. Quality construction by TPI. Freestanding carbon fiber mast, full battened main, gun mount spinnaker, 5 hp Tohatsu outboard, new canvas, lifelines, outboard bracket & more. Very clean. $4,500. (209) 477-7481.

PEARSON ELECTRA 23, #156, 1998 registered. Beautifully refinished exterior, new tack, 3 sails, new rigging, inc steaple, all cables covered, interior clean/original, lighted compass, new battery, stereo, outboard, rare trailer. Very towable, separate inflatable tender, sails like large yacht. Please call, 1-888-744-4803.

TANZER 22. Fun pocket cruiser built to sail. Nice interior w/sink, stove. Sleeps 4. 6 hp Johnson, new battery, fresh bottom, main, jib & genoa. Anchor & rode. 1st $2,450 takes it. Call Dave, (415) 543-7333.

25 TO 28 FEET

ISLANDER 28, 1978. Fresh water boat, Atomic inboard, full batten main, full batten jib, spinnaker, VHF, depthfinder, knotmeter, wind speed/direction, stereo radio, Autohelm, feathering prop, 2 batteries & charger, many other extras. $17,000. (209) 948-8081.

27-FT FIBERGLASS ALBIN VEGA in mint condition on new 5K Triad trailer. Poxfree, Volvo, new sails. Very seaworthy. Read *Log of the Mahina* by J. Neal. Tabernacle mast, dodger, offshore & interstate ready. Rolls at 75 mph like an Airstream. $16,000. (208) 232-7236.

NOR'SEA 27. Bristol condition. Yanmar, VHF, depth, Avon inflatable, CQR, Danforth. SCG-SSB & HAM. Propane, Groko-K, singlehanders package, ST Barients, autopilot, cruising 12v and more & more. Rock bottom price. (408) 744-0498.

25-FT PETERSON. Flush deck w/inboard engine. 3 sails. Sitting unused for 3 plus years. Need to sell. Berthed at San Francisco Marina, by Fort Mason. Asking $3,000. Bruce, (415) 585-0935.

CATALINA 27, 1975. Selftacking jib, Atomic 4, well maintained. $8,000. Call (415) 331-6703.

SERIOUS BUYER FOR SAN JUAN 28. Please call (602) 491-7250.

PEARSON 36 SLOOP, 1973, HULL #140. Fin keel, 11 winches racer/cruiser. '93-'94 cruised to Mexico & Sea of Cortez. Brand new Perkins diesel, '93 new rigging & upgraded electrics. $40,000 obo. Retiring to the Caribbean. Have new boat in Cartagena, I love this boat! Please call (707) 765-4890.

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CATALINA 27, 1980. Great condition. 4 jibs, 2 mains, spinnaker, strong Atomic 4, KM, DS, wind/speed indicator, 2 compasses, Loran, VHF, AM/FM cassette, battery charger, Porta-Potti. Bottom painted 4/97. $12,000 obo. Please call Budd at (415) 897-2053.

ROSS 780 WITH GALVANIZED DUAL AXLE trailer. Many modifications plus a great sail inventory for racing. Everything in excellent shape. No reasonable offer refused. Must sell. Please call (805) 985-3886.

MacGREGOR 25, 1984. Swing keel, 8 sails (3 new), mid-boom traveler, lines aft, VHF, stereo, compass, depthsounder, KM, AP, Loran, 7.5 Honda w/generator, extending trailer, new rigging & cushions, sleeps 5, enclosed head, pop-top. Dry sailed, race ready. $4,995. (916) 272-9380.

THUNDERBIRD 26, #354. Raced actively in one-design, SSS & the OYRA. This proven winner is ready to go: new main, 2 jibs, 2 spinnakers, new rigging, winches, halyards, sheets, etc. One piece stiff fiberglass deck, 5 hp Nissan outboard, VHF, GPS, Loran, knotmeter, depth & temp. Solar charging, running & interior lights, anchor, Porta-Potti, sink & water tank, cushions, sleeps 4. $6,500. Call Greg at (510) 828-4124 or gnelsen@intelmark.com

CAL 2-27, *TEMPO*, 1976 (#264). Well maintained fresh water boat (Stockton). Pineapple main, club jib, two North spinnakers. Atomic 4. Race or cruise ready. Excellent race record, including two South Tower overall firsts. Newly refurbished interior includes six bunks, galley, enclosed head, stereo with tape deck, and lots of teak. All safety and cruising equipment. $10,900. Call Art Aulwurm (209) 942-0185, days.

CATALINA 27, 1973. Chrysler elec 12.5 hp o/b, very good main & 2 jibs, new rigging. Dinette int., all CG equip, depth, AM/FM, VHF, swim ladder, safety netting. You haul (paint included) $6,400. After haul out $6,800. Berthed in Vallejo. Call (707) 252-3006.

CORONADO 25, 1967. Great SF Bay cruiser. AM/FM, VHF, depthsounder, AP, propane stove, Raritan head, 15 hp electric start o/b, BBQ, dodger. Roller furling head & main, all lines lead aft. Easy, safe singlehand boat. Steal at $2,850 obo. Terry, (650) 592-7109.

26-FT MacGREGOR, 1982. 15 hp Johnson, rebuilt with electric starter. Main, jib, genoa, pop-top, anchor, VHF radio, Porta-Potti. Fair condition. $3,900 obo. Marilyn, (510) 828-7690.

O'DAY 28, 1980. Excellent, well maintained fresh water boat. Pineapple full batten, self furling main, Pineapple club jib on forestay mounted boom, singlehanded sailing. Atomic 2 diesel, VHF, stereo, alcohol stove & heater, inflatable dinghy, extras. $12,000 obo. (209) 477-0853.

ERICSON 27, 1975. 3 sails (North main), EZ jacks, Autotiller, 15 hp gas inboard, standard equipment & layout, sleeps 5. Sturdy Bay boat with local fleet. Injury forces sale. Upwind Richmond Marina. $8,750. Email: che@sinewave.com or call (510) 235-4860 or (510) 387-1173.

SANTA CRUZ 27, 1979. Never raced, looks great with dark green LPU finish. Set up for easy short-handed sailing with custom selftacking jib. Includes trailer, new outboard, electronics. Go fast in style with this classic. $8,900 obo. Please call (510) 865-7439.

26-FT CLASSIC FOLKBOAT, 1957. A real beauty! Renovated hull '97, new running rig & hardware. 2 sets of sails, 8 hp Honda outboard. Asking $5,000 obo. Call (415) 507-8466.

EXPRESS 27, *SWEET PEA.* Sailed to national championship by John Kostecki (years ago) & still fast! Competitive sails built by Santa Cruz Sails. Trailer, motor, Sailcomp, knotmeter, depthsounder. $18,000. Call Karl, (925) 939-5852 dys or (925) 939-6515 eves.

CATALINA 27, 1978. Clean, tall rig, club jib, 9.9 Evinrude, starter/cockpit controls, AP, DS, KM, VHF, compass. Newer cushions, 2 anchors, traditional interior, head/holding tank, extra jib. Buckley Cove, Stockton, C-24. $8,000. Please call Hal, (530) 622-1255 ext265 dys or (209) 367-4713 eves.

ERICSON 28, 1988. Beautiful condition, teak interior, sleeps 6, wheel, Universal diesel, VHF, radio, stereo, compass, depthfinder, wing keel, head, shower, galley. At Stockton Sailing Club. $28,000. (209) 951-0796.

26-FT HUNTER, 1996. Immaculate, owner moving up. KVH depth/volt/knot meter, Sunito compass, shorepower, battery charger, 8 hp o/b, roller furling, bimini, sail cover, stem pulpit seats, enclosed head, galley. $24,000. Includes trailer. Contact Robert at (209) 448-9166.

HUNTER 26.5, 1987. New 8 hp Nissan, Tiller Pilot, 2 jibs, 2 batteries w/charger, cushions, VHF, GPS, cassette, propane grill. New halyard, teak & holly sole, custom interior, clean & dry boat. Fast & fun. Ready for Bay & Delta. $13,800 obo or partial trade on bigger boat? Talk to me. Please call (415) 298-6242.

C & C 25. Safe, strong, fast & many extras. 7 sails, 9 hp Evinrude with charge & electric start. DF, VHF, wind. Excellent interior cushions. Porta-Potti. Partial trade for Ranger 23 only. $7,500. (530) 877-4617.

25-FT CHEOY LEE FOLK BOAT (Frisco Flyer), built 1957. Teak hull, just refurbished, A-1 condition, sails well, inboard engine with complete spare engine, spare rudder & many refinements. $10,500. Bob, (415) 924-0554.

27-FT PEARSON ALBERG RENEGADE, 1969. Heavy weather small yacht. Very clean, nice wood on fiberglass, 3/4 full keel solid/thick hull, Atomic 4 with good access. Sleeps 5 with large v-berth, AP, ref/freezer. A rare find at $11,500! Please contact (714) 496-2811, pager (714) 346-3654.

SANTANA 27, 1968. Well maintained, Atomic 4, 5 headsails, 1 spinnaker, new electronics, dual batteries, many upgrades. Enclosed head with sink, full galley in roomy mahogany cabin, hinged mast & 2 anchors w/chain & rope. $8,750. Call Richard, (510) 483-1033.

CONTEST 27. Classic fiberglass half-tonner. Solid & fast. Mahogany, teak & holly below. 5 good sails, newly serviced outboard, documented vessel. Loran, Porta-Potti, stove. Everything you need to sail the Bay in style & speed. $8,500. Fred, (707) 965-9165.

CATALINA 27, 1984. 11 hp diesel, batt charger, dock power, 2 burner stove, 2 man inflatable, radio, adj backstay, boarding ladder, double lifelines, Lifesling, main, 130% furling genoa. Holding tank, Y valve, auto bilge pump, Tillermaster, traditional interior, tiller steering. $12,500. Please call (408) 778-0047.

27-FT PACIFIC SEACRAFT ORION. A great buy for the right person. Call for a photo portfolio & detail sheet. $29,000. (910) 793-9208.

HAWKFARM 28. Racer/cruiser. Quality construction, active one-design fleet, Oct '97 sprayed race bottom, well rigged, fun sailer. Sleeps 6, headroom! Stove, sink, ice box, head. Priced to sell at $6,000. (510) 530-5052.

MacGREGOR 25. Swing keel, main, 75% jib, 150% genoa, new dodger, new bottom paint, VHF, Porta-Potti, sink, alcohol stove, 5-1/2 LS Johnson, trailer, sleeps 4-5. Great Bay sailer. $3,500 obo. (408) 265-3854.

CATALINA 25, 1982. Swing keel. Excellent condition. AP, depth, Loran, Porta-Potti, stereo cassette, battery charger, 9.9 Evinrude, 2 reefs, 80%, 110% jibs. 2 anchors, gas BBQ, stove. $7,500. (510) 427-1226.

CATALINA 25, 1979. Swing keel, EZ Loader trailer, 10 hp Honda outboard, pop-top w/enclosure, dinette interior, anchor & deck locker. Tabernacle mast, VHF, knotmeter, depthfinder, Larson Sails w/Atlantic genoa, safety equipment, etc. Very good condition. $8,900. Please call Peter at (408) 970-9239 home or (408) 481-4247 work.

NORDIC FOLKBOAT, 25-FT WOODEN classic. Sturdy boat maintained for racing. 2 sets of sails. $3,000. Call (510) 215-0542 or email: folkboat19@aol.com

CATALINA 27, 1971. Outboard ('89 Johnson electric Sailmaster), 2 six gal tanks, 2 anchors, head, galley w/propane stove, dinette interior, comfortably sleeps 4 (8 cozily), 6 sail inventory. Lots of storage space. More! $4,299. Please, seriously interested parties only. (510) 838-0214.

CORONADO 25. Great boat to start sailing: roomy, fast & cheap! New Pineapple main, roller furling jib, Nissan 8 hp, safety gear, stuff. Berthed Gas House Cove. $4,300. (650) 726-7437 or Murphymuss@AOL.com

NEWPORT 27. Dodger, roller furling, Loran, VHF, holding tank, jib 3 yr, main w/lazymate 2 yr, rebuilt Atomic 4, autopilot, anchor, chain & rode, oversize rigging 8/90, bottom 9/96, non-pressure alcohol stove, all lines lead aft. $8,000. Please call (510) 865-6648.

CATALINA 25, 1981. Beautiful & clean. Main, jib, VHF, AM/FM, depth, compass, 2 batteries, charger, anchor. Pop-top w/canvas, 7.5 Honda, new AC/DC wiring. New bottom 8/97. $7,000 obo. Call Keith at Pier 39, (415) 705-5456.

PACIFIC SEACRAFT 25, 1977. Very nice cruising boat. Diesel, furler, full keel, VHF, galley, dodger, full cover, recent survey. For sale at $15,000 obo, or partial trade for an interesting motorcycle. Motivated seller! Located in Alameda. Sam, (707) 996-6904.

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27-FT ERICSON, 1974. Great condition. 10 hp Chrysler o/b electric start w/remote controls, 12 gal built-in gas tank, 100% & 120% jibs, depth, speed, compass, VHF, stereo, carpeting & curtains. Microwave, internal AC power. Cabin sleeps 5, v-berth, separate head, folding center table, sink, 25 gal fresh water tank, 2 burner alcohol stove. $6,800. Please call (510) 623-7331.

O'DAY 27, 1978. Inboard diesel. Kevlar sails, spinnaker, knotmeter, depthfinder, VHF, alcohol stove, icebox, curtains. New bottom paint. $9,750. (415) 420-0754.

CATALINA 27, 1976. Nearly new jib, main & standing rigging. Harken roller furling, lazy jacks & diesel engine make for safe, easy sailing. VHF, DF, KM. Exterior sharp, but could use new cushions in cabin. Owner motivated. $6,000 obo. Please call (510) 559-8942.

PEARSON 28, 1986. Excellent Bay & coastal boat. Yanmar diesel w/500 hrs. Dodger & all sails & equip in great shape. Best layout in a boat of this size. $29,500. (530) 265-2070.

CAL 28 SLOOP. New diesel engine. Like new, fully battened mainsail. 1 gennaker, teak decks, 2 anchors, 3 props. $8,950 obo. 26 ft cedar on oak sloop. 7.5 Evinrude. 3 sails. $2,450 obo. Please call (510) 251-9536.

COLUMBIA 28. Clean boat with very little use. New diesel, sails & interior cushions. 3 jibs. Just hauled for bottom & zincs. All lines to cockpit. Enclosed head, tiller, propane. $8,900. Sausalito. (415) 331-5067.

ERICSON 27, 1977. 13 hp Volvo diesel, wheel, VHF, head, refrig, sink, galley, 3 headsails & more. $9,995. (415) 435-3752.

SANTANA 27, 1970. Strong, fast, Gary Mull design, reliable Atomic 4 inboard, knotmeter, depth gauge, VHF, AP, Achilles inflatable. 5 Barient winches, 6 bags of sails, butane stove, sink, 2 anchors, chain, 400 ft line. $5,795. In Santa Barbara. (805) 966-5543.

MacGREGOR 26, 1994. Water ballast swing keel w/trailer, pop-top cover, custom handrail & ladder, single line reefing, VHF, stereo, safety equip, Porta-Potti, 8 hp longshaft Evinrude w/generator, low hrs. Many improvements. Clean inside & out. $10,500. (530) 889-1355.

CAL 25, 1971. Good condition, well equipped, 9.9 Evinrude o/b w/electric start, marine head, good cushions in & out, covers. Pop-top, sink. Very well maintained until recently, owner too busy, could use TLC. $2,900. Sandy at (408) 501-7800.

CATALINA 27, 1976. Tall rig, outboard. Upgraded running rigging, Harken traveler forward, lines led aft. Rerigged '95. New VHF, Porta-Potti, compass, depth, knotmeter, 2 anchors, safety gear. Sleeps 5. Santa Cruz sublet avail. Reduced $8,500 obo. Randy, (408) 464-8056.

CUSTOM BALBOA 27, *BASKETCASE*, with 3 axle custom trailer. $2,400 obo. Please contact Tony, (707) 762-5341.

27'9" COMMANDO MOTORSAILER, 1965. Cold-molded, Angus Primrose design, aft cabin, beautiful. African mahogany. $7,950 obo. Please call (415) 457-3862.

TARTAN 26, 1973. Great condition. 3 sails, 10 hp Yanmar diesel inboard w/low hrs. VHF, KM, DS, ground tackle, stove, etc. $8,500/offer. Please call (415) 455-5260 dys or (415) 310-2895 nights.

TRAILER & CRUISE NORTHWEST, San Juans or Baja Mexico South. Haida 26, bluewater cruiser, spacious & stiff, well built fiberglass Ray Richards design. Refit includes rudder, diesel, sails, rigging, interior, winches, traveler, etc. Trailer avail. $10,500. (415) 331-7576.

COLUMBIA 28, 1968. 9.9 hp Evinrude o/b electric start in well. Full complement of sails. Recent haulout & bottom paint Fall '97. Roomy interior w/ 5 berths, enclosed head, standing headroom. VHF, depthsounder. A bargain at $4,900. Rod, (415) 927-4027.

29 TO 31 FEET

29-FT ISLANDER, 1966. Great pocket cruiser. New rigging & sails w/spinnaker, total engine rebuild, Atomic 4 w/new carb, starter, alternator, exhaust system, epoxy bottom, new thru hull & valves. At SFBW. $11,500 obo. (415) 648-9472.

WILLARD 30-FT MOTORSAILER. Pilothouse, double ender, Perkins 4-107 diesel, excellent condition. New cushion covers, CNG stove, h/c pressure water, new fuel tank. $29,950. Call weekends only. (408) 426-6943.

WILDERNESS 30, 1991, *RASCAL.* Fast, fun & solid with large cockpit for family & friends. Lots of sails, updated electronics & a '93 Nissan outboard. Lots of trophies with a PHRF rating of 99. Double axle trailer & full interior cushions. *Rascal* is complete w/safety gear, solid hull w/no creaks & groans from walking on it to pulling on the backstay to surfing downwind. $19,500 obo. See at Stockton Sailing Club or call (209) 838-3286.

SANTANA 30. Restored, Harken roller w/90% & 130%, newer main, Dutchman jacks, spinnaker, new diesel, AP, depth-knot logs. New LPU paint, new bottom & barrier coat, anchors, head, galley, AC power, charger. $19,900. Please call Bob, (707) 935-8898 or (707) 253-4717.

ETCHELLS 22. Tillitson Pearson built, #170. Mast & sails one season old, reconditioned hull. Includes trailer. Race ready. Drastically reduced to $7,000 obo. Must sell. Call (415) 332-4205 or (415) 332-5757.

30-FT PEARSON FLYER, 1982, (not a Pearson 30). Great Bay boat, weekender, club racer. PHRF 147, flush deck, fractional rig, 2 mains, 3 jibs, spinnaker, VHF, depth, knot, AP, Yanmar diesel, epoxy bottom. Sistership sailed OSTAR. $14,000 obo. (707) 938-1181.

30-FT ALBIN BALLAD, 1978. Set-up for singlehand sailing. Furling jib & main. Autohelm, windex, depth, marine radio, inflatable with motor. Very comfortable, safe & fast. Rebuilt Volvo MD7A, 100 hrs. $19,000. (510) 814-8646.

J/29, 1983. Masthead, OB. Very good condition. Main, AP1, H1, blade, 3/4, 1/2. Hydraulic backstay, VangMaster, Harken adjustable jib & main traveler. Call (714) 496-7377.

CATALINA 30, 1978. Dodger & cockpit canvas, tiller, Atomic 4, CNG stove, shorepower, set up for liveaboard. We lived aboard for 5 yrs, now have bigger boat. Oyster Cove liveaboard slip available. $23,000. Call after 6 pm. (650) 589-2248.

NEWPORT III, 1981. One owner, great condition, wheel, diesel, 110%, 85%, cruising spinnaker, knot, log, depth, VHF, LP gas. All teak interior, all lines lead to T-cockpit, many extras. Located Benicia. $16,500. (707) 428-0508 office.

31-FT PACIFIC SEACRAFT, 1988. Cutter rigged, cruise ready, deck mounted liferaft, Raytheon R10XX radar, Raychart chartplotter, Autohelm AP, whisker pole. Dark green hull, bronze Lewmar winches, Yanmar diesel with very low hrs. Kept under full cover & professionally maintained, presents as new. $103,000. (702) 345-7307.

ERICSON 29, 1981. Very clean. Universal diesel. Roller furling, Autohelm, GPS, wind, knot, depth, h/c pressure water. Battery charger, VHF, propane grill. Very roomy, 6'1" headroom w/10'6" beam. Current liveaboard. Great Bay & coastal cruiser. $21,000. Sausalito. Jack, (415) 331-1926.

COLUMBIA 29. Atomic 4, new interior cushions, 6 ft headroom, new bottom paint. Gas House Cove berth possible. $8,500. (650) 375-4720 dys or (415) 759-6923 eves.

HUNTER 30, 1990. Bluewater ready: watermaker, water/wind generator, Autohelm 4000 (and complete spare) with GPS interface, EPIRB, 3 stage regulator, full electronics, SW & WEFAX. Cruising chute, dodger, awnings, 500+ item inventory, max redundancy, fully found. Add only SSB for Pacific Cup. $55,000. (707) 869-1038.

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J/29. White hull with red trim, fractional rig with outboard. From short season Montana freshwater in bristol condition & priced for quick sale at $22,500. Delivery possible. (406) 849-5423.

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SANTANA 30, 1979. Sturdy craft. New batteries, new 7.5 oz Pineapple main & 90% jib. Also spare main, 120% jib & club footed jib. Last survey April '96. Volvo Penta MD7A with 60 hrs on rebuild. $10,500. (650) 366-1382.

RAWSON 30, 1962. Good solid boat w/29 hp Grey Marine engine (400 hrs), 5 sails, head & holding tank, pressurized kerosene oven & stove, VHF, hard dinghy & inflatable. Monterey mooring. $13,500. Call Dan at (408) 659-4881 after 8 pm.

PEARSON 30, 1972. Excellent condition. Fresh water until 9/97, now in Sausalito. New interior & mainsail in '88. New bottom paint each year, last in 9/97. Edson wheel, new Pioneer stereo, knotmeter, 3 foresails, fin keel. $16,900. Call (415) 831-3906.

CORONADO 30, 1972. Just hauled, new bottom, set-up for cruising or living. 10'1" beam, draws 5'3", Palmer M60 gas inboard, VHF, Loran, knotmeter, depthsounder, tape, AM/FM, tiller steering & trim tab, primary anchor 35 lb CQR, 170 ft 5/16 in chain, windlass, 50 gal water, 20 gal gas, 6 gal electric water heater, head, galley w/2 burner stove & oven, Force 10 cabin heater. Located at South Beach, SF, slip F51. $9,500 obo. Michael at (415) 826-8299.

CATALINA 30, 1982. Sharp, new wheel steering, Permashield bottom with 5 year blister warranty, Harken furler, pressure hot water, new VHF, BBQ, new varnish. $20,000. (510) 521-6100.

32 TO 35 FEET

33-FT APHRODITE 101. Denmark built singlehanded racer/weekender. Micron-epoxy bottom. New sail inventory & running rigging. Loaded with electronic navigation, safety gear, ground tackle. Volvo diesel. Avon 4 man liferaft. Pt Richmond, CA berth. Reduced to $19,500. Please call (425) 290-8580 after 4 pm.

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35-FT LOA ISLAND PACKET 32, 1991. Excellent condition, great Bay & coastal cruiser. Spacious, bright interior. Must see to appreciate. Windlass, CQR, dodger, bimini, Loran, VHF, Espar forced air heater, stereo/CD, propane stove & oven, Yanmar 27 hp, Autohelm wind, speed, depth. Cutter rig, roller furling, all lines controlled from cockpit. $109,000. (650) 529-0902.

BABA 35. Let our gain be your gain. New baby forces sale of immaculate cruising cutter. Double Harken rollers. Complete sail inventory. Artful Dodger. Perkins diesel w/massive engine spares. ICOM SSB, Signet instruments, MaxProp, Village Marine watermaker 6 gph. Benmar AP, Hydrovane windvane, etc! This boat will sell by May '98. Do not wait. Boat in New Zealand at 1st class marina near Auckland. $99,000. Phone: (0011) 64-025-271-9056 fax: (0011) 64-09-424-0703 or email: gulf-harbour.co.nz Attn: Gene, Yacht *Adana*. Serious only.

33-FT ECLIPSE/MOODY PILOTHOUSE sailboat, 1988. 3 cyl Volvo diesel, folding prop, autopilot, furling main & jib, CD. Very roomy, aft cabin, shower, full galley, cruising spinnaker. $46,500. (408) 423-7245.

CREALOCK 34, 1988. Excellent condition worldwide cruiser. 1995 R/F Profurl, '95 cruising sails, Garmin GPS, '96 SL Seatiger windlass w/250 ft 5/16" ACCO HT chain, '97 standing rigging w/ StaLok fittings, Force 10 cozy cabin heater, Monitor windvane, solar panel 80w, 406 EPIRB, recertified Avon 4 person liferaft, dodger & bimini, 3 anchors & much more. $116,900. Call Jan at (808) 922-1421 or email to: zabafrog@worldnet.att.net. No brokers please!

WESTSAIL 32, 1975. Located Oyster Cove, refit Yanmar 3HM35F & fuel tanks (less than 500 hrs), 45 lb CQR, ASL windlass, Avon Rover, speed, depth, Loran, VHF, ICOM R71A receiver. $45,000. (616) 527-6241 or ebsauers@hline.localhealth.net

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35-FT FIBERGLASS KETCH, 1975. Garden design. 40 ft LOA, carved teak interior, very roomy & good liveaboard. Volvo diesel, hot water shower, new cushions, bronze portholes, mahogany bowsprit & toerails. $25,000. (408) 336-5364.

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33-FT MORGAN SLOOP, 1969. USCG documented, Mexico veteran. Heavily built (5,500 lb keel). Oversized rigging, roller furling, RIB dinghy w/8 hp outboard. Recent upgrades too numerous to list includes rebuilt Atomic 4, all lines led aft to cockpit. Cruise ready, call for spec sheet. $32,500. (619) 294-6852, message (619) 840-7977.

WILLIAM GARDEN KETCH. 33 ft mahogany on oak, 1977. Excellent condition. 4-107 diesel, autopilot, VHF, 4 sails, alcohol stove, dinghy, Bruce anchor & 200 ft rode. Great cruiser or liveaboard. $19,500. Please call John at (707) 778-0130 or (707) 765-1772.

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VALIANT 32, 1976, HULL #1. Cutter, wheel steering, Autohelm windvane, 25 hp diesel, 3 anchors. Easily singlehanded. $25,000. (510) 530-4675.

CORONADO 35 CENTER COCKPIT. Roller furling jib, roller reefing main, 170% genoa, shoal keel, 16,000 btu heat/air, head with shower, holding tank, full galley, tiled counters, documented vessel in legal liveaboard slip. Peninsula Marina, Redwood City. $24,500 obo. (209) 732-9853.

FREEDOM 33, 1981 CAT KETCH. Proven bluewater cruiser, carbon fiber rig, refrig, windlass, instruments, cabin heater, autopilot. Why pay $200,000 for a Valiant or Passport, this boat has similar space & quality & will get you there faster. Asking $50,000. Lying Costa Rica. Call (916) 652-9407 or (510) 521-1207.

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35-FT FANTASIA, 1979. Hull #59. Strong ocean cruiser, center cockpit, aft cabin, 6'6" headroom, workshop, 215 gal water, 135 diesel, radar, GPS, solar, wind generator. $61,000 obo. Call for equipment list. (408) 475-5931.

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36 TO 39 FEET

UNION 36, 1983. Located Kusadasi Turkey. Available June '98. Perkins 4-108, Monitor vane, AP, Avon raft, HAM, radar, propane stove, 3 anchors, 180 chain, Profurl, aluminum bottom inflatable, outboard, many spares. $80,000. Please contact (503) 368-7077 or write: Dan, Box 41, Manzanita, OR. 97130.

37-FT ISLANDER PILOTHOUSE SLOOP, 1976. 40 hp Westerbeke, roller furling main & jib, 80 gals diesel, pressure water, Norcold refrig, VHF, 2 depthsounders, 2 steering stations. Needs work. Reduced price $18,000. Email address: mjniaid@cdsnet.net or (541) 865-3500.

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37-FT HUNTER, 1979. Excellent shape. New: rigging, Harken roller furling, main, jib, upholstery. $36,000. Please call Bob at (415) 492-1634 or (800) 544-2068 x310.

CREALOCK 37, 1978. Loaded cruiser, moored in Mazatlan, Mexico (no tax). Outfitted with quality gear in '93-'94. Retired from cruising. $80,000. Info: John, (760) 242-2388, fax: (760) 242-2312, Ann: (510) 352-3453, fax: (510) 523-3332, or message & fax: attention Marina Mazatlan, S/V *Nanook*, (011) 52-69-16-36-14.

RANGER 37, 1973. Racer/cruiser, Westerbeke diesel, optional extended rudder, Schaeffer roller furling, 16 sails, 13 winches, CNG stove, lots of extra equipment, Avon raft, recent complete survey. Good condition & a real value at $27,000. Currently in Sacramento Delta. Please phone (209) 536-9282.

CAVALIER 39, 1984. Exquisite example of kiwi craftsmanship. Moderate displacement, modern underbody, equipped for cruising makes this sloop ideal, go anywhere vessel. Sistership winner LA to Tokyo Pan Pacific race '94. 2 page equipment list available. $107,000. (415) 487-1964 dys or (415) 454-1901 eves.

GOLDEN STAR 38, 1985, Sun Deck motor yacht. Twin Perkins diesels (360 hrs), Dickinson Antarctic heater in main salon, Cozy cabin heater in aft stateroom. Norcold AC/DC refrigerator new '97, electric head. Excellent liveaboard. $89,995. Call (510) 865-9788.

38-FT FARALLONE CLIPPER #2, *MISTRESS,* is for sale. The classic Bay boat. Incomparable history. Comes complete w/8 sails, an extra engine, too much else to list. Recent extensive refit. Check her out at http://home.pacbell.net/ericm, then contact me at ericm@pacbell.net or call (650) 355-7883.

C & C 38, *QUADRI*, 1976. 2 yr old Yanmar 25 hp, low hrs, 16 bags of sails, new spinnaker, 2 poles, B&G electronics, rod rigging, 12 winches, Autohelm, new bottom paint, full galley, legal head. Berthed at South Beach Harbor in SF, B-69. Needs some interior jointery work. $30,000 obo. Mike at (415) 753-0900.

MORGAN 382, 1978. Brewer design. Immaculate, fully equipped. Interior/exterior refit incl Awlgrip topsides (white, red trim), spars painted, teak varnished, new hatches, ports. Yanmar diesel, autopilot, B&G instruments, radar. New dodger, Sunbrella covers. Harken furling, Gennaker. Washdowns. $73,000. (650) 851-3729.

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ESPRIT 37, 1981. Ready to go! 130 gal pressure water, 45 gal diesel, refrig, EPIRB, ICOM, Trimble Loran, Profurl jib furling, Barient winches. Sutter main & 120% new '95. 150%, 110%, 85%, drifter all in good to excellent shape. Monitor vane, Alpha autopilot, full canvas cover, 3 anchors & chain, windlass, lots of storage. Alaska to Mexico charts. long range performance cruiser. Exceptional value, $58,000 (book at $65,000-$80,000). Comfortable, seaworthy, Mexico vet. Please contact Bob at (510) 787-1949 eves or (800) 891-6385 dys.

37-FT PHILIP RHODES SLOOP. Documented vessel. Good sail inventory, Yanmar diesel, propane stove, CG approved holding tank, wheel steering. Winner Master Mariners Race. Cedar on oak. $18,000. Sausalito berth. (707) 645-8099.

COLUMBIA 36 CREALOCK DESIGN, 1968. Strong, well equipped cruiser/racer. Perfect for couple or family. Tiller, gas, extensive inventory, maintained by professional. Handled by one person, many liveaboard comforts. Has Marina Green berth, S.F. $40,000 obo. (415) 563-4421.

40 TO 50 FEET

41-FT MORGAN CLASSIC, 1989. Liveaboard. 33,000 BTU central heat, sat. TV, VCR, Bose/Denon/Sony stereo, HAM/SSB/email, dual VHF's, GPS, Loran, Autohelm ST-50's, ST-7000 AP, dodger, furling jib/main, Yanmar w/200 hrs, 215 miles on log. $139,900. See her at http://www.anacapa.net/~mtryon/ or call (805) 642-0808.

49-FT FERRO BOAT HULL SAMPSON SEA Breeze (hull only). In storage yard, Morro Bay, CA. Very fair, partial decks. Build from ground up. For fast sell, $2,000? Call (805) 481-0825.

GANLEY STEEL 40. Custom made in New Zealand. Very fair hull, experienced cruiser, fin keel, AP. Sails well in all conditions. Lots of equipment including 3 spinnakers & scuba compressor. Call for a complete list. $139,000. Lying San Carlos. Call (415) 948-6424.

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44 LAFITTE, 1983. Immaculate, cruise ready cutter. Perry design 61PH Lehman, 3.5 kilowatt generator, full set of sails. 3 air conditioning unit/heaters, Freedom 25 inverter, 20 gph watermaker, MaxProp, Sifex GPS, chart plotter, SGC 2000 HAM/SSB, Loran, Autohelm electronics, 2 AP's, AB 11 ft fiberglass bottom dinghy, 9.9 Suzuki, 2.5 Tohatsu, Avon liferaft, teak decks, 2 heads. Step down main salon, nav station, microwave, 3 burner stove, cockpit shower, windlass, 300 ft chain, 150 ft rode, 3 anchors. $147,500. (818) 702-0333 or (818) 353-7847, call after 6 pm.

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WANT CATALINA 42. 1991 or newer. Have 1986 Catalina 36 in good shape plus $. Prefer 2 cabin model, will consider others. Please confact Gary at (707) 422-0411 or email:cgjsail@aol.com

ERICSON 41, 1969. Fiberglass sloop, 2 jibs, 1 main. Whisker pole, 2 anchors & tackle, VHF, speed, depth, LPU mast & boom, epoxied bottom, 3 burner propane stove. Engine needs hook-up, outside & inside repairs needed. Great liveaboard or potenfial cruiser. $20,000 obo. (916) 777-4881.

CHEOY LEE 40, 1969. Rhodes design, bluewater cruiser, radar, Plastimo raft, GPS, dinghy, outboard, windlass, heavy ground tackle, autopilot, watermaker, windvane. Insulated backstay, heater, Hooka, roller furling, USCG documented, liveaboard. $59,000. Phil, (602) 821-0896 or email: michaeldesper@msn.com

43-FT HANS CHRISTIAN CUTTER, 1988. Telstar, lead keel, Espar, Alpha pilot, Force 10 with broiler, Yanmar turbo, full cover, dodger, Adler Barbour, fri-cabin. $175,000. (360) 379-4818 or email: avsupply@olypen.com

45-FT STEEL KETCH. Center cockpit. Beautiful round hull. Strong hatches, beautiful birch/teak inferior, light & well ventilated. Many prism lights, striking woodwork, large aft cabin, unbelievable galley, hof wafer, shower w/tub. 2 diesel heaters, freezer/refrig, 85 hp Perkins w/200 hrs. Walk-in engine room, 500 gal fuel, hydraulic anchor windlass, hydraulic steering. Everything practically new. You must see this boat's interior. 95% complete (needs rig). See pictures at any CA West Marine notice board. $34,000 obo. (530) 758-9780.

GARY MULL NEW ZEALAND 45 SLOOP. Beautiful Interior with captains aft cabin, new sails (main & jib), rod rigging, teak decks, strong New Zealand construction under legendary Bay Area designer Gary Mull. Hawaii vet, bulb keel, performance sailing with great comfort. Call for information & brochure. Awesome shape. Owner moving back ashore. Built 1981. $129,000 obo. Please call (415) 331-0715.

HUNTER 40, 1985. Liveaboard, Yanmar 40, CNG, pressure h/c water, custom galley, aft centerline queen, Adler Barbour, Heart inverter, Alpine stereo, CD, TV, 2 roller furling headsalls, spinnaker, dodger, GPS, VHF, Autohelm ST 4000, 2 anchors, windlass. $69,000. (510) 749-9507 or svfate@pacbell.net

CAL 48. Ocean racer, comfortable cruiser, classic lines, solid beefy handlaid fiberglass. 2 staterooms, 2 heads, $120,000 upgrades in last 6 years including: rigging, watermaker, 400' chain, 2 anchors, windlass, 400 hrs Perkins diesel, radar, autopilot, 2 Martec props, full batten main, boom track '96, $11,000 elect system, 8 D-cells, frig, 10+ knots, davits, etc. Offshore delivery, OK. Autohelm Seatalk system, GPS, new upholstery, dodger & awning, big cockpit, spinnaker & poles, 150%, 100%, roller, assorted sails. Quick sale, $95,000. (719) 264-8305 or (719) 444-3322.

1984 NORSEMAN CENTER COCKPIT. Extensive refit 1997-98. $220,000. For details and video call (714) 740-7730 dys or (714) 273-1529. Brokers protected.

YORKTOWN 41, 1985. Center cockpit fiberglass sloop, roomy interior, great for liveaboard/cruising. Easy to sail. 35 hp Yanmar diesel, dodger, hot/cold water, shower, refrig, microwave. Hull, mast, engine in great shape. $45,000/offer. Call (510) 523-4503 or http://www.jefware.com/yorktown

40-FT HUNTER, 1986. 44 hp Yanmar diesel inboard, queen aft cabin, new bottom, new cushions, upholstery, h/c pressurized water, water filter, CNG, dinghy davits, VHF, Loran, GPS, elec head. Great singlehanded boat. Call for full spec sheet. $72,000. (310) 823-2100.

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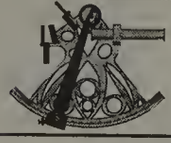

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42-FT STEPHENS TRI-CABIN, 1951. Good bottom & interior, everything works, shower, fireplace, 318 twins. Needs transom & general clean up. $7,000. Mike, (510) 210-3031.

1937 SUNSET CLASS CUTTER, HULL #1. 34 ft, excellent lines, very original condition, close planked hull, mahogany over oak, bronze fastened, bronze knees. Built in Oakland, have history, old photos. 6 sails, Atomic 4, needs work. Must sell, will sacrifice. $3,495 obo. Call John at (510) 505-9815.

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BROWN OFFSOUNDINGS 38 TRIMARAN. Good hull, ketch rig overbuilt, roller furling genoa. Mexico vet sleeps 6, aft cabin/center cockpit, shoal keel. Diesel. Needs tankage, wiring & minor work to complete. Surveyed at $35,000, asking $20,000. Please ask for Renny at (650) 697-8006 x125 or (650) 369-9050 hm.

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MONK 42 MOTORYACHT BUILT 1948. To be sold at auction April 24, 1998 at 1pm. No minimum. Boat to be sold as is, where is. Please call (510) 284-1772 for details & to arrange to see boat.

1984 BAYLINER, CONTESSA SUNBRIDGE. Excellent condition. Well maintained, ready for summer. Fresh marine survey, 30 ft LOA, 10 ft beam, many extras. Single 350 hp (400 hrs), covered berth in Sacramento. $21,750. Please call (916) 852-8903 or (415) 641-2263.

28-FT CARGILE CUTTER, 1974. Hot & cold water, propane stove & oven, hull sound. No engine. $1,000 obo. Great liveaboard, one person. (925) 447-4126.

30-FT CUTTER, 1976. Extremely roomy, all fiberglass flybridge powerboat with all the liveaboard equipment Cabin & exterior in good shape. Volvo gas V-8 I/O will need work, but worth doing because bluebook is $15,000, you pay $5,000 obo. Berkeley. (510) 559-8942.

16-FT CLASSIC RUNABOUT. Mahogany & teak lapstarke. 1958 built in Japan. Gorgeous. 40 hp Johnson. $5,000 obo. Michel, (415) 332-7447 or for pics: http:www.greendolphin.com/boats.html

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CATALINA 38. On B dock, lower harbor in Santa Cruz. Diesel, wheel, all new canvas, dock power, hot shower, lovely boat for Monterey Bay. 1/3 equity ownership. $5,500. (408) 476-8582.

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TRADE

DOWNEASTER 41 PILOTHOUSE, 1981. 2 staterooms, 65 hp diesel, 300 gal fuel, radar, roller furling, B&G equipment, power windlass, VHF, Loran, frig, propane stove, head w/shower, pressure water. $59,000. Possible trade? RV, land or trailerable. (530) 477-8677.

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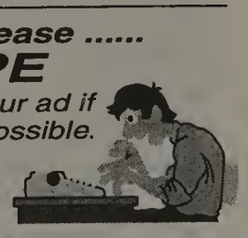

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PAC CUP RACERS & BLUEWATER cruiser. Lifeguard 8 man liferaft offshore canister with deck mounf basket, $2,950 with fresh repack. Powersurvivor 35 watermaker, $550. Man Overboard Module, Survival Technologies MOM 8, $400. Cat II 406 EPIRB, Litton 952-02, $400. All new in '94. Nelson's Marine, (510) 814-1858.

RIG, 31-FT ALUMINUM MAST from Soling with boom, salls, rod rigging. $300. (408) 477-1518.

YANMAR 3 KW MARINE DIESEL GENERATOR TS70C, 110v AC/220v AC, wafer cooled, brand new, never used. Many new spare parts included. $2,900. Rich or Eric, (650) 348-1475.

6 CYL CHRYSLER CROWN, FWC, transmission, runs, $1,200. Sabb diesel, transmission, runs, $800. 55 hp Isuzu diesel, runs, $1,200. Hurth HBN 250 gearbox, 0 hrs, $900. Universal Twin, gas, needs rebuild, $300. 25 ft Chris Craft Cavalier, V-8, sound hull & cabin, $2,500. 28-ft Pearson Triton, clean hull & deck, $2,500. 22 ft Tempest sloop, fin keel, trailer, $500. 14 ft Lido, trailer, new sails, $800. 8 ft Inflatable, floors, $125. 6' x 4' dinghy mold, $400. 6' x 4' dinghy, $300. 32 ft 3/4 in. rigged spruce box spar, boom, exc, $250. 225 amp welder, $125. 1948 Chevy pickup, $500. 1979 Ford F-250, rebullt motor, transmisslon, $3,000. Celestaire Mark U sextant, $500. Mon-Fri, 8-5, (650) 369-0150.

MARTEC FOLDING PROP, 15 x 12 x 1" shaft, RH, $200. 2 wire/rope halyards 3/16" stainless 60' & 7/16" braid 56', $100. 2 Lewmar heavy duty 4 part tackles w/cleaf, $100. 2 vinyl covered 1/4" cables w/toggle & eye, $50. (415) 435-1707.

CRUISING TO MEXICO, MUST SELL: 6.5 kw Onan Genset, gas, watercooled, spares & manual, $800. Technaufics engine driven holding plate refrigeration system. Bad compressor can be converted to 12 volt, $300. 1981 Triumph TR8 Roadster, V8, fuel injected, $8,000. (650) 366-6361.

HARKEN UNIT 1 FURLER #882 FOR 1/4" or 9/32" headstay, $1,400. Harken unit O furler #815 for 5/32", 3/16" or 7/32" headstay, $910. Harken small boat traveler kit #1536, $285 ea. 1 ea 600' spool Yale ultralow stretch line, 1/2" dia, $680. 1 ea 600' spool Yale ultralow stretch line, 7/16" dia, $535. 1 ea 600' spool Yale maxibraid Spectra, 1/4" dia, $500. All Items brand new, in box. Phone: (415) 332-4205.

WAGNER HYDRAULIC SYSTEM B-2 HELM pump. Includes 26" wheel & large roll of copper tubing, $600. 8 ft dinghy, $100. 12 gal new 110 volt water heater, $100. 15 speed touring bike, $100. (510) 473-9148.

EDSON WHEEL STEERING SYSTEM, 28" wheel, lighted compass in pedestal, complete w/cables sheaves & rudder bellcrank, $600. Avon 4 man liferaft In case, $450. Large canvas sea anchor free with either purchase. (650) 366-4427, lv msg.

SOBSTAD ASYMMETRICAL SPINNAKER, used 20 hrs. Includes sock, sheets & snap shackles. Built for Valiant 32, $1,500. Will work for I-45.5' - 41', J-12' - 14'. Red, white, blue. Liferaft, 6 man Fuji valise, $1,500. (510) 531-0464.

VOLVO PENTA TAMD31P 150 HP. Factory new, never installed. Comes with HS1 2.62:1 reduction gear, drivesaver coupling model 504, addifional power take off pulley, instrument panel w/17 ft harness, tachometer kit. 2 year factory warranty. Asking $9,900. (408) 776-0549.

YANMAR DIESEL ENGINE 2QM20, 1978. Low hours, $2,750. Honda 5 hp 4 stroke 1994, used very little, $700. Contact Wayne, (510) 651-6767 or Wgerwin@concintric.net

NEW MONITOR WINDVANE WITH all the extras including wheel adaptor. Purchased new Augusf '95. Still In the box. $2,400. (209) 449-9542.

1998 NEW QUANTUM SPINNAKER, never hoisted once. Navy blue w/white 3 poinf star. Sail built for I=42.5, J=13.75, Paid $2,700 will sell for $1,800. Call (415) 765-1994.

PERKINS 4-107 W/TRANS. Low hrs on rebuild. Complete, clean, ready fo install, $3,500. Wood mast, box section approx 55' w/hardware, sheaves, spreaders, etc. $1,500 obo. (510) 232-8473.

SPAR CRAFT BOOM, 16 ft heavy duty internal reefing from Freedom 38, $750. Gun mounf spinnaker pole, $150. Wooden (friend) El Toro, $350. Fiberglass El Toro (made in Santa Cruz), tapered aluminum spar/boom, $750. (209) 374-3355.

AUTOHELM WINDVANE, $450 for boat 30' to 60' flat or canoe stern. Needs new control lines & trim tab (available from Scanmar Richmond). Will fax a picture & Info. Call Jamie at (510) 482-2575.

12 VOLT SEWING MACHINE with handcrank. PFAFF model 130-6. Ideal for cruising. Will handle heavy materials including sails & canvas. Excellent condition. $795. (510) 865-3726.

FORCE 10 KEROSENE COOKING RANGE, Hillerange. Fuel tank & pressure gauge included, $325. Canaflame marine portable fireplace. 10" x 10" x 13" tall. Uses Canaflame gelled heating fuel. $75. (707) 254-9902.

MONITOR WINDVANE, rebuilt wheel adapter, $2,200. 27 hp Isuzu diesel, rebuilt, needs finishing, $1,500. Adler Barbour super refer, near new but went swimming, $350. Wilcox skipper head, $300. Asymmetrical chute, 33 ff hoist, $300. Call after April 7th. Dan, (415) 924-2225.

INTERNATIONAL TOOL, ELEC, GEL COAT & paint shaver w/vacuum attachmenf & extra cutters, $350. Ladies med wet suit, $125. New Prestolite 51 amp alt, $120. 40 amp 3 bank charger, $100. North spinnaker for 28 ft boat, like new, $700. North spinnaker sock, $125. Hehr aux battery controller, $150. Please call (916) 652-9407 or (510) 521-1207.

CRUISING SPINNAKER 3/4 OZ 17.37 x 14.7 x 8.8 with sock, $1,900. Medical kit, $450. Transformer 240/120, $150. New Perkins 4-108 starter, $150 & 120 amp generator/regulator $150. Diesel transfer pump, $60. Charts/cruising guides Caribbean to Australia. Please call (415) 642-4375 or (916) 485-2217.

TWO HONDA OUTBOARDS. 7.5 hp & 5 hp, both engines good condition. Longshaft. Includes tanks. 7.5 hp, $950. 5.5 hp, $700. (510) 232-7999.

FORESPAR EZ FURL MAINSAIL FURLING system. Use with your mast to 50 ft. All masf & boom hardware. Custom cut main included. All in great condition. $2,500 for all. (415) 455-5260 dys or (415) 310-2895 nights.

6 HP YAMAHA LONG SHAFT, remote 3 gal fank, excellent condifion. Pete, (415) 332-5327.

J/24 MAINSAILS. Like new, $200 ea. 28' x 9.75, 6-1/2 oz spinn 26.5 x 17', spinn 51' x 29', $400. 2 ea Lewmar 3 speed #44 winches, $400 ea. Please call (510) 523-9011.

TRAILERS

NEW CONDITION CUSTOM BUILT SAILBOAT trailer for Catalina 25 or similar type. Very nice & fully adjustable, trailer tongue extends to 16 ft. 7,000 lb GVW, current lic & reg. $3,400. Please call (530) 247-1431.

TRIPLE AXLE TRAILER. Up to 40 ft sailboaf, 4 pair stands, surge brakes, 15,000 lbs gross vehicle weight. $3,000/offer. (510) 524-7056 eves.

MISCELLANEOUS

ATTENTION HALLBERG-RASSY OWNERS! Would the owners of Hallberg-Rassys please contact Suzann at West Coast Yachts for information regarding an up-and-coming rendezvous, and a formal association to plan fun events and newslefters for the owners of Hallberg-Rassys. Call (206) 298-3724 or email: wcy@seanet.com

IMPROVE YOUR SAILING KNOWLEDGE by taking the Sailing & Seamanship Course offered by the Coast Guard Auxiliary. Flotilla 22, the Sailor's Flotilla is offering this 13 week course on Wednesday nights, starting April 8th. Call Susan Worden at (510) 865-3172.

ORIGINAL CHARTS $4.00 (not photocopies). Large selection: USA east, west & Gulf, Canada east & west, Europe, Med, Japan, Korea. Some Africa, Australia, Indonesia, P.I. & Red Sea. Email: lonnie.king@kuentos.guam.net or internet: http://www.fni.com/~jdware/charts or P.O. Box 8044, Agat, Guam 96928.

16 LB BRUCE ANCHOR, $70. 120 ft 3/8" chain. Full lot, no cuts, $150. West Mar 8 ft inflatable dinghy, model CD 8.0 with 1.5 hp motor, $500. Call (650) 366-3597.

ARIES LIFT UP VANE GEAR, Nick Franklin designed & manufactured. Never been used. $2,200. Call (510) 524-5807.

SURPLUS BOTTOM BOAT PAINT
Hard red vinyl anti-fouling paint. Mfg. Woolsey. 72% copper.
Reg. price: $180/gal. Our price $50/gal.
Also black vinyl and other mfg. available. Ablading paint, 50% copper, $50/gal.
Primer & other epoxies. $10-$15/gal. Polyurethane. $20/gal. (650) 588-4678

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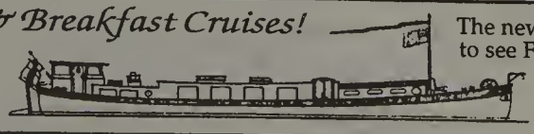

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22-FT MOTORHOME, 1994, ULTRASPORT BY DAMON. Chevy V-8 with 23,000 miles, cruise, tilt, dash & roof A/C, rear queen bed & bath, microwave, propane stove w/oven, 2 way refrig/freezer, dinette, awning, tow package, extras. Mexico vet. Excellent condition. $22,500. (415) 332-9231.

44-FT MAST & BOOM. Wood box construction, Douglas Fir. No rot. $350 or trade? Please call (415) 257-3273.

CLUBS / MEMBERSHIPS

SAIL-SERVICE-SOCIALIZE. San Francisco Bay Oceanic Crew Group Invites skippers, crew & apprentices to join one of SF Bay's most active sailing groups. Participate in service, skill-improvement sails & fun sails. For more information call (415) 979-4866.

SINGLE SAILORS. Skippers, mates, crew (advance or novice). Group sails, raft-ups. Join us at our social and meeting held at the Oakland Yacht Club in Alameda on the second Thursday every month. Social starts at 7 p.m. For details call Single Sailors Assoc. (SSA) (510) 273-9763.

MAKE YOUR SAILING DREAM COME TRUE! Club Nautique unlimited couples membership. Includes all training from beginner through offshore cruising. Modern fleet based in Alameda, Sausalito. US sailing certification. Social events & Ballena Bay YC membership. $3,400 (save $1,000). (707) 829-3792 or peter@thirdeye.com

2 CLUB NAUTIQUE MEMBERSHIPS for sale. Best offer! (415) 383-1464.

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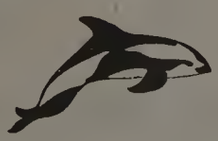
CLUB NAUTIQUE SINGLE UNLIMITED membership. Save over $800! Excellent instruction. ASA sailing school of the year. Beginner to advanced ocean certification. Includes Ballena Bay Yacht Club membership. Large fleets in Sausalito and Alameda. $2,100. Please contact Scott at (415) 383-0639.

CHRISTIAN BOATERS WISHING TO have a Sunday worship on the Bay, and enjoy fellowship before sailing, meet at Clipper Cove at Treasure Island on the 2nd & 3rd Sundays at 1100. We monitor channel 68 & 16. Contact (510) 521-8191 or email: xizo@pacbell.net. We will have a special sail on the National Day of Prayer, May 7, 1998.



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SAILBOATS AND POWERBOATS FOR SALE. All makes and models. Priced to sell. Call now. (510) 464-4617.

IRS TAX DEDUCTION. WE NEED YOUR HELP. By donating your boat in any condition, you help homeless children and their families. Get full book value. Running or not. Call now for more info. (800) 414-HAUL (4285).

BAADS, the Bay Area Association of Disabled Sailors, offers safe, exciting recreational opportunities on San Francisco Bay for the physically disabled sailors & able-bodied volunteers. No sailing experience necessary, adaptive equipment available. Cash & other tax deductible donations welcomed. (415) 281-0212.

YOUR DONATED BOAT/CAR/RV MEANS help to homeless children & families living on or near the Sacramento River/Delta waters. Tax deductible. Beacon of Light. A unique boating outreach serving those in need. A non-profit organization. Call 1-888-285-3787. Thank you!

BARGAINS: Islander Bahama 30, Atomic 4, always fresh water. In Delta. $9,995. Santana 22, race winner, new outboard & rigging, $1,995. International 14, Benedict, clean, one-design 14, trailer, nice, mistral board, 3 sails. All bo. RYC Foundation. (510) 233-1286 or (510) 283-0394.

ERICSON 27 OWNERS: We have a very active one-design fleet right here in the Bay Area. Check out our website at www.ericson27.com or call Bill at (408) 736-5940.

BERTHS & SLIPS

PIER 39 SLIP FOR RENT. 40 ft upwind, #E-48, eastside of Pier 39 away from tourists, excellent views. Available now. $290/month + electricity. Call Joe at (719) 442-0060 (MST) before 10 pm.

CREW

SEEKING VERY ATTRACTIVE SF who enjoys sailing in the San Diego Area. Exceptionally handsome, SWM, 42, athletic, polite, well traveled. Let's exchange letter and photo. Alex 8642-1 Villa La Jolla Dr., La Jolla, CA 92037. (619) 558-6343.

ABLE BODIED SAILOR LOOKING TO make a return passage from Baja. US Sailing certified BK/BC, minimum experience. Mechanically inclined, own expenses. (408) 477-1518.

MALE SAILBOAT OWNER, licensed Master, 54, voyaging to warmer waters. Bright, humorous, book & boat lover seeking woman 35-50, of independent means for crew and/or long term relationship. Note & photo to: PO Box 150134, San Rafael, CA 94915-0134.

CRUISING MERMAID, UNDERWATER photographer, attractive, athletic, fun, published, dive master loves travel, adventure, sailboats, diving. 5'4" slim brunette seeks to fulfill dream of cruising warm waters (preferably with soulmate, age 42-50ish, fit, N/S). P.O. Box 4136, Laguna Beach, CA 92652.

45-FT SLOOP, *ISOBAR*, NEEDS CREW. Share exp. This summer Cyprus, Israel & Turkey, one month min May 15 to July 15. Then Nov 1: Red Sea to India, Thailand, Singapore, arrive May 1, avail at least 2-3 months min. Will consider intermediate sailor for summer, possibly more. One offshore experienced sailor for Red Sea onwards. Non-smokers. Now in Sausalito for interviews. Contact Richard Steinke, (415) 331-2930 or fax: (415) 332-7757 or Steinke@ricochet.net until April 12, then fax only.

DAWDLING ON THE DELTA! DWM, 6'3", 229 lbs, early 50s, semi-retired, successful business owner. I'm a soft spoken, gentle, considerate man with a positive attitude. Looking for attractive woman under 45 who has free time to cruise the Delta on 60 ft houseboat with me. A woman into personal development w/a positive attitude into meditating, yoga, holistic healing & knows she is here as a spiritual person having a human experience. Any of the above a big plus but not a must. Must be a person whose bliss in life is love of the water. Lets exchange letters, photos & find out more about each other. Write: Robert, P.O. Box 1863, North Highlands, CA. 95660.

CREW WANTED. Mature, active, adventurous man looking for enthusiastic, energetic N/S lady as co-captain to share companionship, rigors, rewards of visiting pristine, remote places as well as big ports on ongoing world cruise aboard 46 ft Peterson cutter. Now in Phuket Thailand & departing for Chagos, Red Sea, Mediterranean in few months. If you love snorkeling, scuba, exploring, hiking, passagemaking, gunk holing & are lusting for the journey of a lifetime please call (310) 452-4016.

FIRST MATE WANTED FOR MARRIAGE. You: nice looking, slender, shapely, sexy, no dependents. Me: 40+, tall, athletic, non-smoking, non-drinking, drug/disease free. Retired USAF Officer, now professional sailor (USCG Master). Simple, casual beach lifestyle. Photo: P.O. Box 3754, Galveston, TX 77552.

CREW WANTED. BAHAMAS, CUBA. Cruise 60 ft luxury catamaran. Share expenses, $25/day/person. No experience required. Minimum stay is 30 days. Send note with interests, skills, time available, photo to: *Dream Time*, 1126 SE 6th Ave #500, Ft. Lauderdale, Florida 33316.

RACE CREW FOR *INFRARED,* Davidson 44, 2nd 1997 YRA/HDA Div. G, 3rd Rheem, Big Boat Series. Experience needed. Please call Richard, (650) 348-8527.

TRANSPAC '98 CREW WANTED to share costs on 65 ft cutter. (719) 444-3322.

PROPERTY SALE / RENT

COSTA RICA. Two 5 acre view lots in Bahia Ballena on the Nicoya Peninsula. Bahia Ballena is a beautiful anchorage with easy access to great fishing, snorkeling & hiking. Our lots, where you can watch your boat at anchor, are a nature lovers paradise: howler monkeys, parrots, toucans & rain forest trails along the river. Prices range from $35,000 to $50,000. Please call (408) 659-4538 or write: P.O. Box 1277, Carmel Valley, CA 93924.

VIEW LOTS, COSTA RICA. Beautiful protected bay & island views. Individual lots $25,000/$45,000, municipal electricity, excellent water, septic system. Overlook Bahia Luminosa Resort/Development, access beach, large pool, all amenities of the Resort/Hotel. Moor your yacht or charter Bahia Luminosa's vessels for fishing, Scuba, sailing, cruising, exploring; highly superior to Sea Cortez experience. Virgin forest preserved entire 175 acres down to the beach. Ecologically correct. Free accommodations at resort/hotel for prospective purchasers. Tel/fax/msg: 1-800-700-7768 or email: sagcm@electriciti.com

JOB OPPORTUNITIES

FULL & PART TIME CREW & volunteer positions. Now hiring experienced crew for 86 ft charter schooner *Ka'iulani.* Good wage & tips. Earn time for your 100 ton license. Drug test required. (415) 331-1333.

BOATWORKER. Looking for dependable, hardworking, boatworker with company specializing in haulout & bottom painting. Available to work weekends. Will train. Call (415) 331-6703.

MID-PENINSULA CANVAS SHOP HAS immediate openings for sewers, installers & clean-up. Experience preferred, but will train the right person. (650) 873-2500 #48.

ASSISTANT YARD MANAGER/FOREMAN. A full-time position is now open for an individual with a broad knowledge of boat repair & maintenance. Must have excellent supervisory & management skills. Communication, customer service & attention to detail a must. Salary commensurate with experience. Contact Rick Kreps at Svendsen's Boat Works, (510) 522-2886.

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LICENSED CAPTAIN WANTED for 29 ft tour boat on SF Bay. Fri, Sat & Sun starting April thru October. Call (415) 868-2940 for interview.

BOATYARD HELP NEEDED! One of our prime mechanics sailed off to Pacific paradise, so we need a person with strong mechanical, plumbing & electrical skills. You'll be working in a small yard with 5 other people & will need to cover a variety of jobs, including helping with haulouts & shop maintenance. You must have a strong work ethic, a positive attitude & practice excellent workmanship. You get cheap dock space, good health insurance, Redwood City's famous "best by test" climate, strong coffee & an occasional home-cooked breakfast. Call South Bay Boat Works at (650) 369-0150.

NELSONS MARINE IS ACTIVELY LOOKING for qualified yard personnel to work at our new facility in Alameda Point. Looking for sanders & finish painters. Indoor facility offers year round work & full health benefits. Please fax your resume to: (510) 769-0815.

SALES. Independent rep for advertising sales. New project for Mariners World Publishing Co. Inc, 20 year publishers of the Marine Directory. 2 positions open for No. Calif. Knowledge of marine industry necessary. Please contact Chris at, (310) 833-6960 am/pm to 1900 hrs.

SAILMAKER-SERVICE PERSON wanted for nightshift. 40 hours/4 to 5 day weeks. 2 pm onwards. Very busy national production & service loft requires experienced sailmaker to add to existing staff. Work with the latest technology & top design team talent. Hi-tech racing & cruising sails. Full-time, year round position. Benefits available. For further details call Paul Heads at Quantum Sail Design Group, Annapolis, MD. Telephone: (410) 268-1161 or Fax: (410) 263-5779.

PROFESSIONAL SAILING INSTRUCTORS. If you have well rounded sailing skills, communicate effectively & want to pass along your passion for the sport, you'll want to teach for Club Nautique. We have the newest & largest fleet on the Bay plus we offer 2 locations. The flow of our program guarantees our students to pass US Sailing standards. Our comprehensive sailing programs includes basic keelboat through coastal passagemaking, coastal & celestial navigation/ extracurricular courses in spinnaker, catamaran & racing. Great club atmosphere w/events year round that include diesel, crew overboard & anchoring seminars +. All of our instructors are CG licensed (average tenure or 5+ years). Come join our professional staff while enhancing your sailing skills. Call Beth at (510) 865-4700.

EXPERIENCED MARINE ENGINE MECHANIC. Diesel & gas, electrical, 12v, install marine hardware. Fax resume: (415) 332-8136 or phone: (415) 332-5432.

SUMMER YOUTH SAILING INSTRUCTOR positions available. Cal Adventures at UC Berkeley is looking for several full & part-time sailing instructors to teach basic & intermediate sailing to youths 9-17 yrs old. Boats are Coronado 15s. Prior teaching experience or working with youths is a plus. Call (510) 642-4000 to request a more detailed job description or an application packet.

EXPANDING RIG SHOP NEEDS ANOTHER rigger! We offer a fun & challenging work environment with ocean views. Must be experienced. excellent salary & benefits for the right person. Please call or fax Tom at South Beach Riggers. Ph: (415) 974-6063 or Fx: (415) 974-6064.

SAILING INSTRUCTORS. We are looking for qualified sailing instructors who would like to teach in the best all round teaching atmosphere in the Bay. We are the oldest sailing school in California and are located in Pt. Richmond, right next to the Richmond Yacht Club where no foul weather gear is needed for sailing. We offer top pay for teaching , very liberal boat usage program and tropical sailing for our instructors. If you love sailing, have good teaching skills and would like to teach sailing either full or part time in the best sailing area in the Bay, call Kirk. (510) 232-8251.

MEN & WOMEN SAILORS! Join our team of 27 professionals at OCSC, SF Bay. Best teaching & sailing location located on the Olympic Circle, large & extremely well maintained fleet, flexible schedule, well organized syllabuses & curriculum, great shoreside facility. There are only 3 students per class & certification standards that make you proud to be an instructor. It's exciting work w/motivated students & a great team atmosphere w/top pay & liberal boat use privileges. If you have great communication skills, an interest in teaching, exc sailing & seamanship skills, we would like to talk to you. We will help with CG licensing & US Sailing Instructor Cert. Call Eamon at (510) 843-4200.

6-PAK CAPTAINS & SAILING INSTRUCTORS. Spinnaker Sailing, in San Francisco, is hiring sailing instructors & captains for part time or full time work in the City aboard our fleet of 22-44 ft sailing yachts. Excellent wages & benefits. Fax resume to (415) 543-7405 or call Dave Peterman at (415) 543-7333.

ADMINISTRATIVE ASSISTANT POSITION. Office assistant. Spinnaker Sailing of San Francisco is now hiring. Responsibilities include customer service, updating data base, maintenance scheduling & can include crewing aboard our certified fleet. Excellent wages/benefits including boat use & lessons. Fax resume to (415) 543-7405 or call Charles Barnard at (415) 543-7333.

CAPTAINS, FIRST OFFICERS & CREW. Rendezvous Charters is hiring ships crew & licensed masters to sail our fleet of certified vessels. Part time or full time. Excellent wages/benefits. Join this rapidly growing company! Please Fax resume to (415) 543-7405 or telephone Pam Power at (415) 543-7333.

BUSINESS OPPORTUNITIES

IN NAPA, 18,000 SQ FT LOT, OFFICE, 3 work bays & covered boat storage. $250,000 includes tools & parts. Call Sandie at (707) 258-0100 for more info!

COYOTE POINT MARINA FUEL DOCK, building space & connecting berths will be available for lease. Suitable for brokerage or other boating related business. A request for proposal will go out soon. Please inquire with harbormaster at: (650) 573-2594.

SEASONAL BUSINESS FOR SALE. Deli type restaurant on Columbia River in Portland Oregon. Open 6 mos/yr, in operation for 25 years. Full remodel & upgrade 2 yrs ago. Outside seating for 24 w/room to expand. Tie up for 3 boats. Beer/ wine, cold/hot sandwiches, soups & deserts. Email: saillapaz@aol.com or call (503) 255-6707.

LOCATION! LOCATION! LOCATION! Top Bay Area canvas & cushion shop available. Will train. Great fun, excellent cash flow, but hard work. Call if seriously interested. 1-800-696-3302.

FOR SALE: MARINE CANVAS & SAIL REPAIR business located on the California Central Coast. Good opportunity for the right person. Asking $39,500. Phone: (800) 979-5129.

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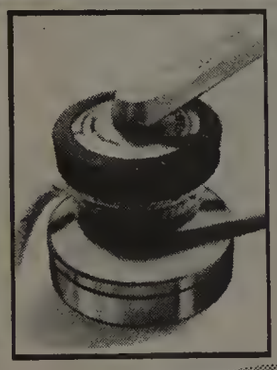

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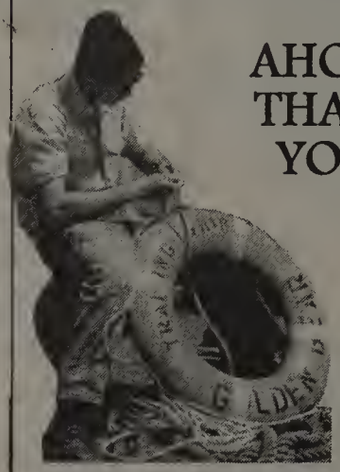

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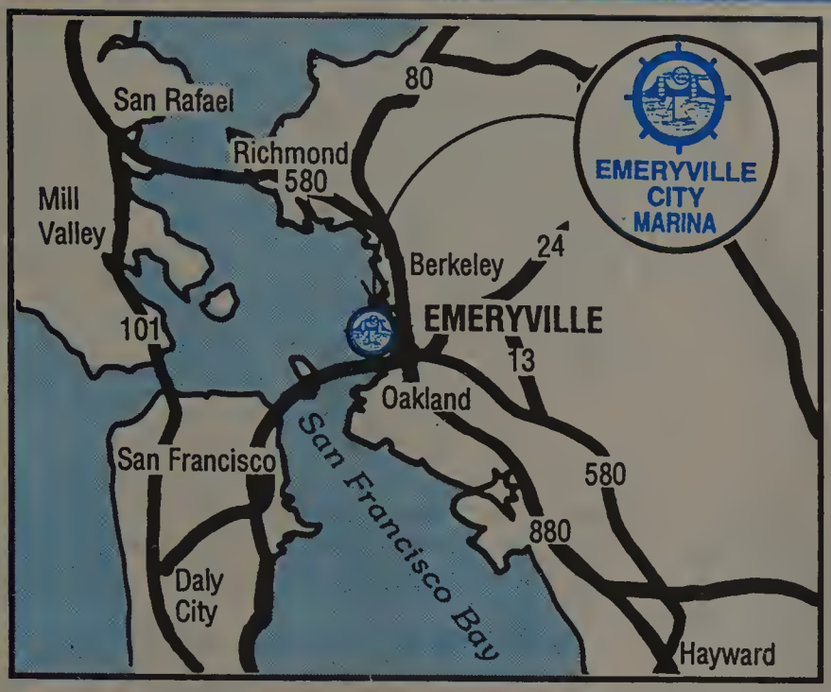

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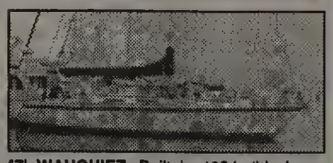
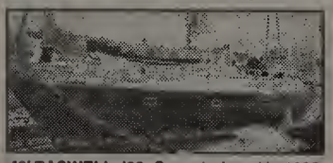


47' WAUQUIEZ. Built in 1984, this is an outstanding example of this quality performance cruiser. 3 staterooms including 2 doubles, many recent updates.



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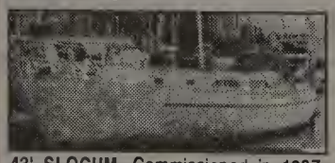
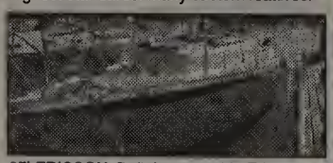


43' SLOCUM. Commissioned in 1987, *Tamsel* is the finest example of her kind afloat today. She has recently undergone a complete refit. Must be seen to be appreciated.



35' ERICSON. Built in 1975, this Ericson 35 shows great pride of ownership. She features a spacious interior, new Volvo diesel and wheel steering. Tremendous value.

SELECT SAIL BROKERAGE LIST

24'	O'DAY, '92	16,500	39'	PEARSON, '72	58,900
27'	SUNYACHT, '78	16,500	40'	RASCONA, '80	148,000
27'	ERICSON, '76	18,000	41'	SHANNON, '83	149,900
29'	C&C, '78	15,000	42'	LE COSTE, '85	150,000
32'	GULF, '88	50,000	44'	HANS CHRISTIAN, '81	219,000
32'	ERICSON, '89	59,900	45'	MULL, '81	127,000
34'	ERICSON, '79	34,900	50'	FORCE 50, '78	165,000
35'	CORONADO, '73	30,000	54'	HUNTER, '81	115,000

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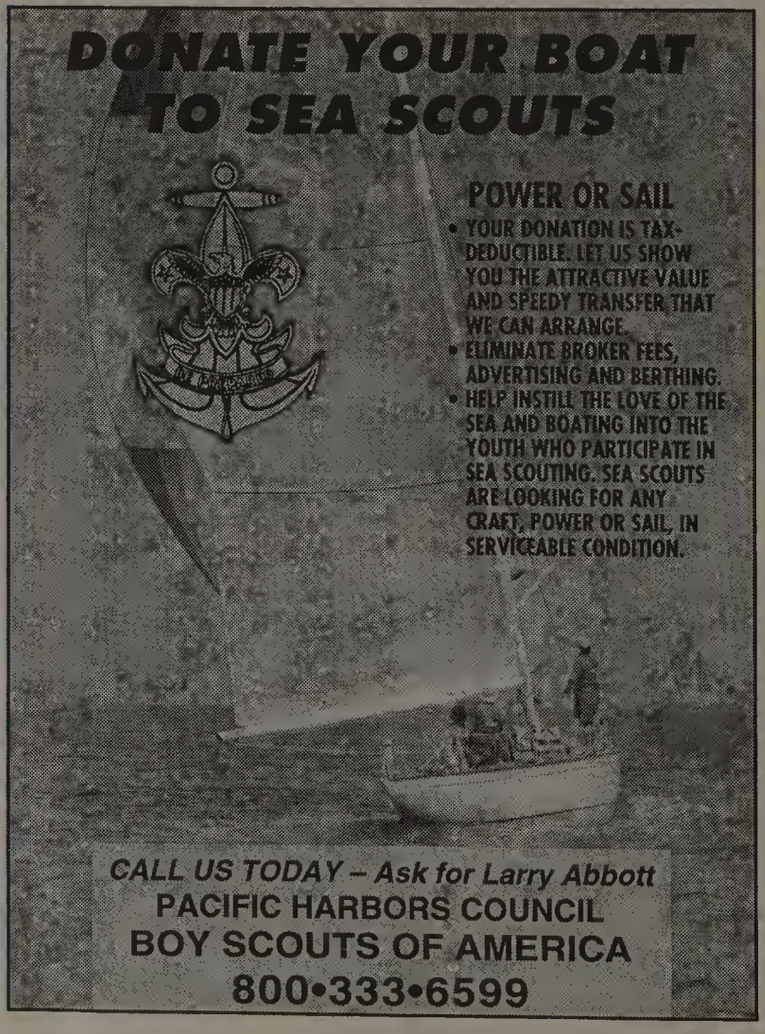
This catboat has an excellent performance record both in the Pacific Cup (doublehanded) and in England (Cowes Week '97) where it had three first place and two second place finishes, as well as a first in the Cowes-St. Malo Race. The rig is entirely carbon fiber. It is a comfortable daysailer which is easy to manage. The owner has recently purchased a large boat and "family pressures" encourage this sale.

For further information please contact:

Dave Wahle
(408) 476-5629

Commodore Tompkins
(415) 383-0949



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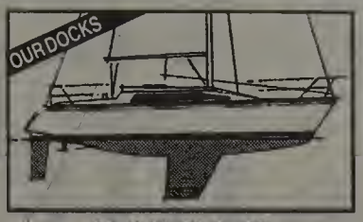
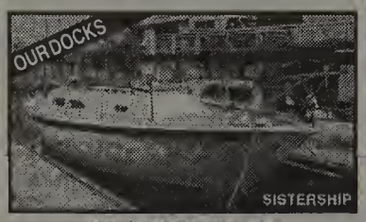
'85 CHEOY LEE 35

By Robert Perry.
Performance cruiser,
new canvas dodger, diesel.
Loaded with equipment.
Highly sought after.

$55,000.



29' CAL 29.9, '83
Cruiser/racer. 11hp diesel. Cal quality. Beam 11'4". Displ. 7,700. Bal. 2,730. 5 sails, 2 spinnakers. Nice.
A steal at $28,000.



27' ERICSON, '77
Atomic 4 engine, R/F, wheel, teak interior. Looks great! Quick disposal sale price:
$9,500.

63' ELCO P.H. MOTOR YACHT, '26
Twin Detroit 671 dsls '47. Onan gen. Cedar on oak frames. 2 dbl bed strms, 2 heads. Interior completely redone. Lease option. **$175,000/submit offers.**

52' MATHEWS MY-COCKPIT, '63
Twin 8V53 diesels. New gen. Twin state room, great shape/ wood.
Asking $65,000.

37' C&L TRAWLER, '77
120hp Lehman dsl gen, twin cabins, up galley, aft double bed. Twin heads, tub/shower. Upgraded electronics '95/'96. Radar, autopilot. **$64,900.**

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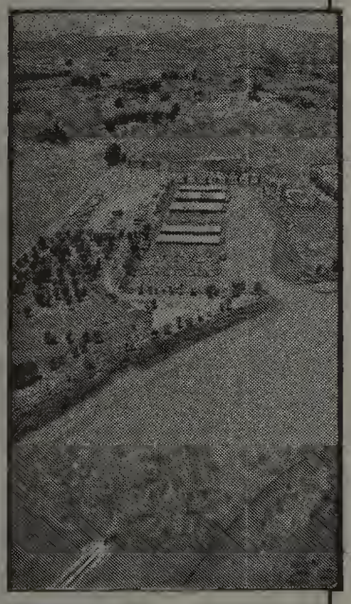
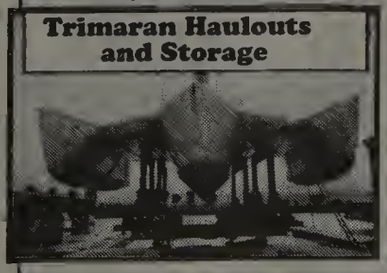


Trimaran Haulouts and Storage



SELECTED BROKERAGE

24' REINELL FLY BRIDGE	Make Offer
27' CAL sailboat	$ 5,900
28' CARVER, inboard, flybridge	Reduced $ 6,500!
30' CHRIS CRAFT, twins, clean	$17,500
34' ISLANDER SLOOP	$17,500
37' BROWN TRIMARAN	$30,000
40' BROWN TRIMARAN, 3/4 complete	Make Offer
40' MONK SEDAN TRAWLER, clean, diesel	$35,000

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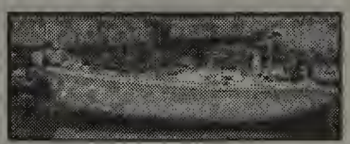
34' Olson, '88. Tall rig, diesel, H/C water pressure, new North main & jib, spinnakers. **Asking $55,000.**

30' Columbia, '72. Radar, GPS, dodger, Zodiac. **Bring Offers.**

38' Hans Christian MkII, '81. Pathfinder 50, cutter rig, ST winches, AP, 2 S/Rs, dinghy w/engine. **Asking $97,500.**



34' Columbia, '75/'96. New radar, inverter, interior cushions, H/C pressure water. Super clean and a great liveaboard. **Asking $31,000.**

30' Catalina, '81. All new in '97, H/C water pressure, inverter, shower, AB refrigeration. Good sails and a clean boat. Asking $29,500.

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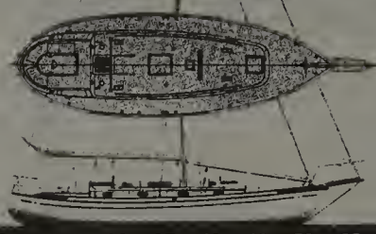

SPECIFICATIONS
Length Overall: 36' 3"
Length @ Waterline: 31'
Maximum Beam: 11' 6"
Draft: 5' 8"
Displ: 22,500 lbs
Ballast: 8,000 lbs
Sail Area-Ketch 768 sq ft
Cutter: 861 sq ft

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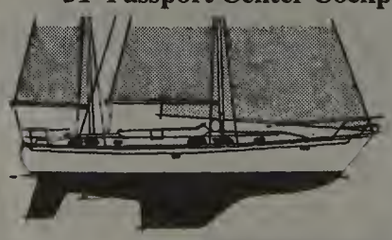

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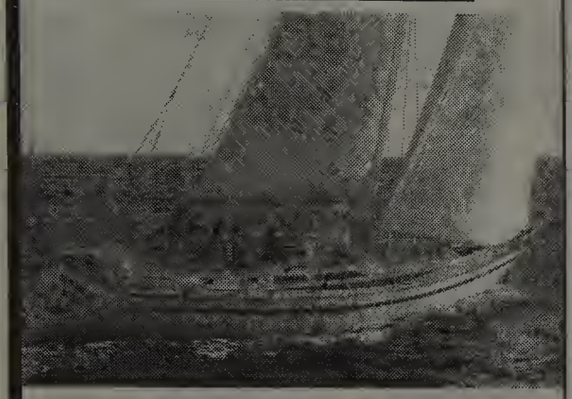

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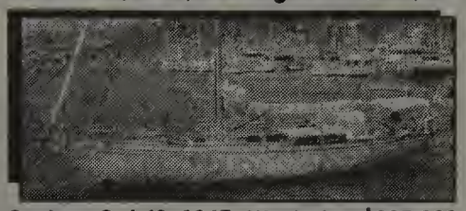
Mason 43, 1979, *Sea Castle* $145,000

Custom 52, 1994, *Tauranga* $385,000

Passport 42, 1985, *Windsong* $179,000



Custom Cal 48, 1967, *Westerly* $225,000

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37' Tayana cutter, '84 ..... $85,000	46' Kelly/Peterson cutter, '86 ..... $195,000	54' American Marine cust. ketch, '62 . $185,000
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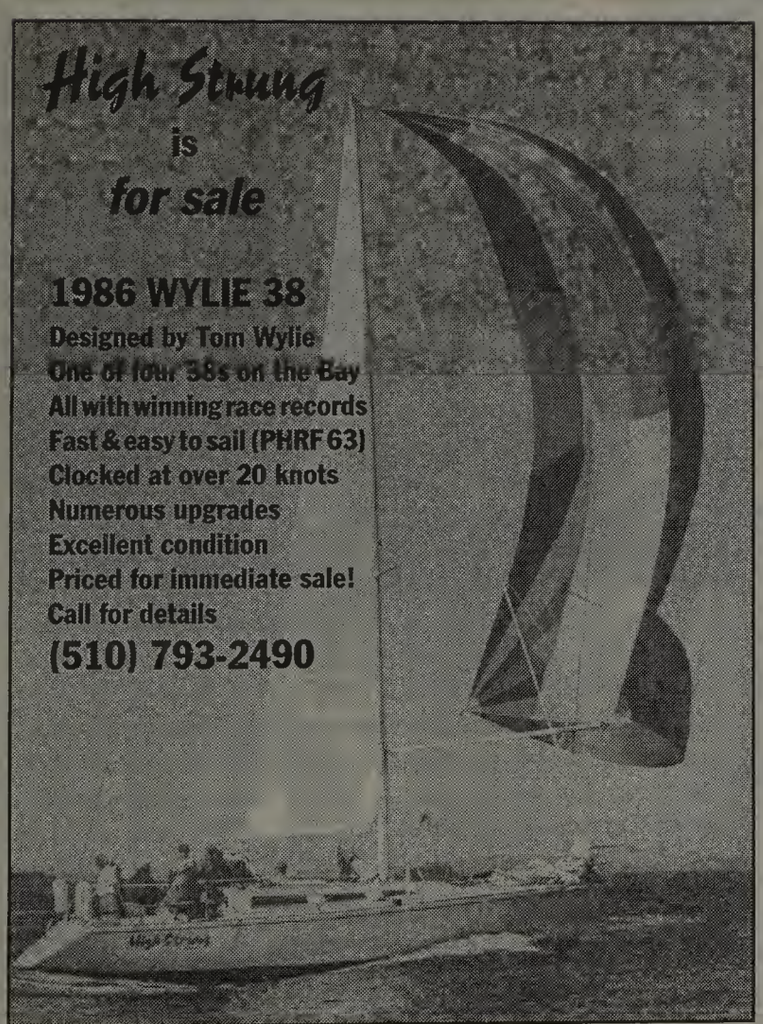

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57' SERENITE CAT, '94	575,000	51' BENETEAU FIRST, '89	230,000
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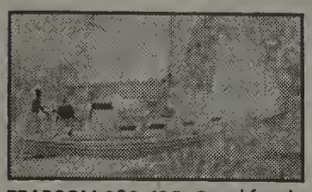

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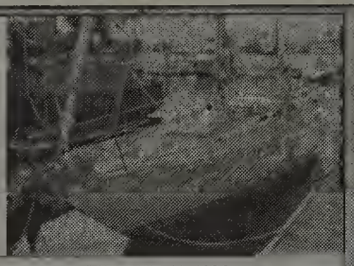

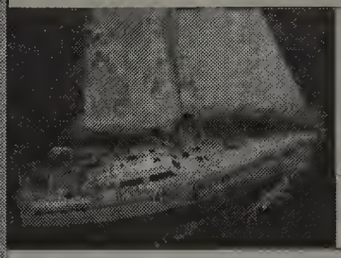

SCEPTRE 41, 1986
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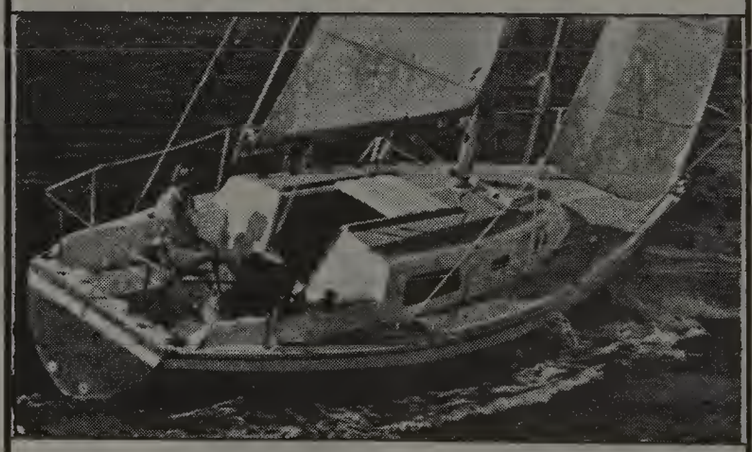

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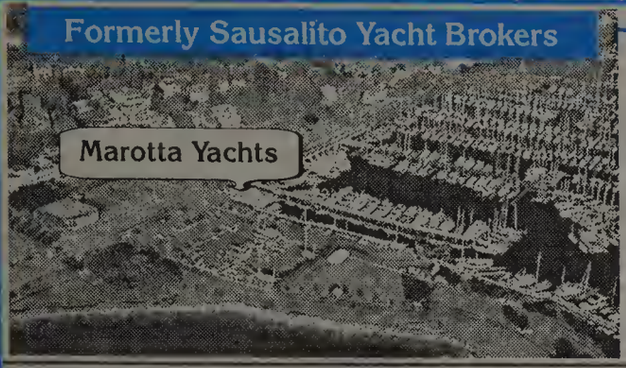

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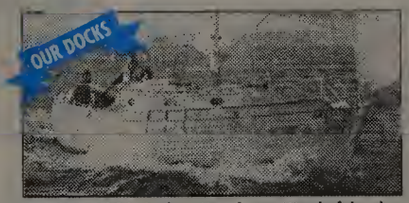

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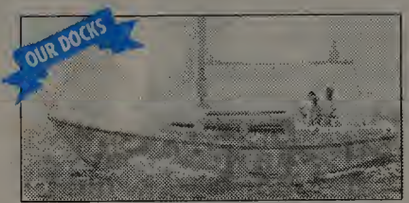

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27' CATALINA. Diesel, roller furling. Little use. Sousalito slip. Drostic reduction... $18,950.

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ARIES 32, '76. New Horken roller furler, new spor, rigging. Finest on market. Sousolito slip. $36,500.

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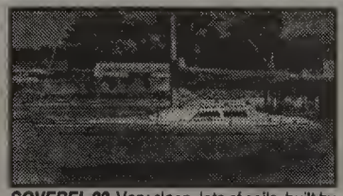
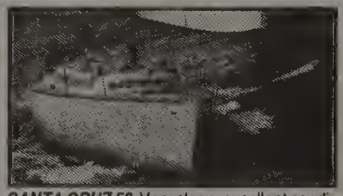


SOVEREL 33. Very clean, lots of sails, built by Pacific Boats, Yanmar diesel, Monterey slip. **$35,000.**



SANTA CRUZ 50. Very clean, excellent condition, consistent winner. Race or cruise. Several from **$129,000.** *(sistership)*

47' TEAK KETCH. Garden design modified Porpoise. Grand aft cabin, wood burning stove, will trade down. **REDUCED TO $59,500.**

SANTA CRUZ 52. Best balance available between GO FAST and proper yacht. This winner has the race layout. **Reduced to $399,000.**

55' New waterballast cruiser ..	$595,000	30' Mini turbo sled, carbon rig ..	$53,000
68' Santa Cruz 70	$495,000	40' Bill Lee ULDB	$49,000
54' Fishing Schooner	$269,000	33' Contessa, race or cruise	$40,000
45' Morgan, center cockpit	$239,000	33' Buccaneer tri, rotating mast	$29,000
MERLIN, New Canting Keel ...	$239,000	33' Hobie, good sails/equip	$25,000
30' Melges, inboard dsl, *race* ...	$84,000	39' 30 Square Meter, unique	$22,500
42' Ketch, salty cruiser, ready ..	$83,000	27' Santa Cruz, w/trailer	$10,000

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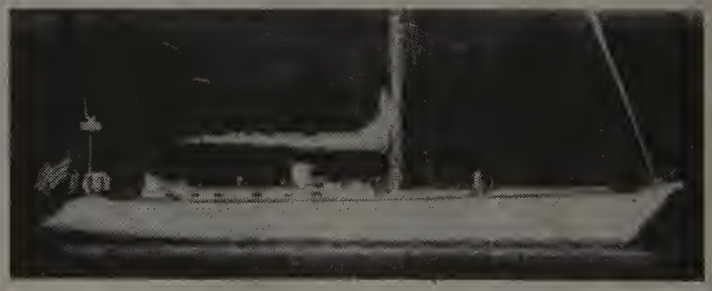
VOLCANO

64' Frers cruising sloop



Designed by German Frers and built of aluminum by Derecktor, New York, *Volcano* is beautiful, fast and strong. A large center cockpit makes it easy for a couple to steer and trim. Incredibly roomy, *Volcano's* beautiful teak interior has a spacious main salon and three, large double staterooms, plus pilot and forward berths. The owner's stateroom has a private companionway and aft cockpit. With a centerboard updraft of 7.5', *Volcano's* cruising range is wide. Yet she is a real sailor's boat that flies to windward and easily reels off 200-mile days. Well-conceived by an experienced offshore sailor and a veteran of many successful voyages, *Volcano* is ready for more adventure.

$349,000
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44' SEA RAY

SAIL

44'	BENETEAU, '94, this boat is a "10" in every way	$258,000
41'	JOHNSON & JAGO, '46, built in Essex, new rigging & more	$24,500
37'	BANJER PILOTHOUSE MS, '72, Oerjubs 4-236, radar	$97,950
37'	BANJER, '69, lots of gear	$110,000
37'	TARTAN, '82, diesel engine & in great condition	$69,500
35'	RAFIKI, '77/'78, diesel (rebuilt), AP plus windvane, more	$52,000
34'	CATALINA, '89, diesel, RF, good condition, lots of room	$49,950
33'	INT'L ONE DESIGN, '61, beautiful & tradiitonal. Great on Bay	$16,450
32'	ISLANDER, '77, dsl engine, RF headsail, very clean	$27,500
32'	BENETEAU 32 R/C, '84, original owner, very clean, exc. sail invent.	$38,750
31'	SOUTHERN CROSS, '82, very nice offshore double-ender, Airex core	$47,500
30'	LANCER, '79, new bottom paint '97	$14,500
30'	CATALINA, '80, dodger	$19,000
30'	ISLANDER, '84, clean, one-owner, diesel	$29,000
30'	LANCER, '84, diesel and three bags of sails	$21,565
29'	CAL, '74, lots of sails, lines led to cockpit	$12,900
28'	ISLANDER, '77, epoxy bottom, new rig + LPU, new North sails	$18,950
28'	LANCER, lots of gear, clean	$9,500
27'	CATALINA, '74, inboard engine, main w/2 reef points, very clean	$9,400
26'	CATALINA CAPRI, '92, dsl engine, 3 sails + Dutchman system	$26,950
25'	BALBOA, '72, very clean Bay & coastal cruiser	$9,500
25'	YANKEE DOLPHIN, '68, 2'10" draft, board up, classic/Weatherly	$7,500
24'	FLICKA, '82, new O/B, lots of upgrades and a trailer too	$22,500

POWER

58'	HATTERAS, '72, twin diesel	OFFER/$299,000
45'	PILOTHOUSE TRAWLER, '79, twin Volvo turbo diesels	$149,000
44'	SEA RAY, '89, twin 3208 Caterpillars	$184,500
42'	TROJAN FLYBRIDGE MY, '69	$69,500
40'	REGAL EXPRESS, '94, twin 454s, Kenwood CD sound sys., +	$165,000
37'	BAYLINER, '69	$110,000
36'	UNIFLITE, '75, double cabin, air, generator, full canvas	$52,000
32'	REGAL 322, '95, twin 7.4 Mags, air, 5 kw gen., TV, VCR, CD, +	$94,900
31'	UNIFLITE, '71, twin Chryslers, good condition, comig 7/10	$24,500
31'	CHRIS CRAFT, '61, twin GM V-8, full Delta canvas & more	$11,500
28'	BAYLINER 2850, '89, King Cobra 460, radar, video depth & more	$28,500
27'	REGAL COMMODORE, '93, Volvo 300 hp duoprop, air and heat	$39,900
27'	REGAL 272, '95, Volvo 7.4L, Duoprop, inverter, Delta canvas, +	$47,900
27'	REGAL EXPRESS, '95, Fuel efficient and fast, depth & speed	$39,900
27'	CHRIS CROWN, 252, '92, single 285 hp Cobra I/O	$37,500
26'	SEA RAY SUNDANCE 268, '87, twin 4.3 V-8 Mercury, Delta canv	$26,900
24'	BAYLINER 2455, '89, single OMC inboard/outdrive - 85 hours	$14,900
23'	REGAL CLASSIC, '95, single Volvo Penta, with trailer, full canvas	$29,950

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This well known 73' Sparkman and Stephens design was built of aluminum in 1964. Originally built as a competitive ocean racer, *KIALOA II* won and set many racing records during her ocean racing career. For the past 15 to 20 years, *KIALOA II* has been cruising successfully worldwide. The interior is very spacious and nicely furnished with varnished teak. The master stateroom has a double berth with an enclosed head and a stall shower. Additional sleeping berths sleep eight, with two additional heads. *KIALOA II* has a complete inventory of cruising sails and electronics. She is a very strong, comfortable bluewater cruising yacht with all the amenities. Please contact **Tom Corkett** at (714) 642-5735.

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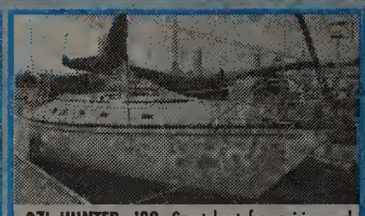
37' ESPRIT, '78. Just back from Mexico. Perry design. Fully equipped. New full batten main. New upholstery. Great cruiser! Asking $84,000.

39' WESTSAIL, '81. Close to a '10'. Many custom features. Sistership to Fairweather 39. $115,000.

44' NAUTIC SAINTONGE, '78. Perkins 1-54. Major refit in 1990. Great accommodations down below. Excellent bluewater performance cruiser. Asking $114,500.



37' HUNTER, '82. Great boat for cruising and liveaboard. Exceptionally clean. 3 cylinder Yanmar. Great price. $45,900.

37' IRWIN, '80. Great liveaboard. Autopilot; radar on leveling mount. Great liveaboard and cruiser. Reduced to $59,000.

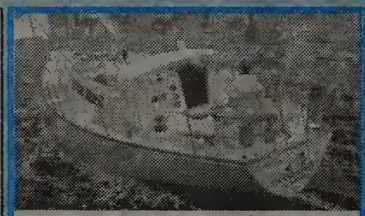
SELECTED CRUISING YACHTS

SAIL

LOD	BUILDER	YR	PRICE
60'	OCEAN	'81	$375,000
51'	PASSPORT	'84	$275,000
50'	CAMPER NICOLSON	'67	$62,000
50'	FORCE	'73	$129,000
48'	MAPLE LEAF S. Cal.	'72	$133,000
45'	COLUMBIA	'72	$59,950
43'	YOUNG SUN FL	'78	$129,000
42'	GARDEN	'67	$75,000
41'	C&C	'84	$115,000
41'	MORGAN		$61,500
41'	RHODES	'60	$56,000
40'	GREBE	'38	$39,000
39'	WESTSAIL		$115,000
38'	TAHITI	'76	$22,500
38'	CATALINA	'79	$38,000
38'	MORGAN	'79	$69,000
37'	ESPRIT	'78	$84,000
37'	ENDEAVOUR	'79	$55,000
37'	IRWIN CC	'80	$59,000
37'	HUNTER	'82	$45,900
37'	HUNTER LEGEND	'88	Inquire
36'	ISLANDER	'77	$38,000
36'	S2 11 METER	'85	$62,000
35'	NIAGARA	'81	$67,000
35'	ERICSON	'72	$31,000
35'	WARRIOR	'74	$36,000
35'	MORGAN	'72	$16,900
34'	ERICSON WA	'89	$69,000
34'	C&C	'80	$41,000
34'	HUNTER	'86	$39,800
33'	TARTAN TEN	'79	$19,500
33'	BRISTOL	'69	$26,500
33'	GURNEY HUISMAN	'68	$35,000
33'	PETERSON		$35,000
33'	CHEOY LEE clipper	'75	$35,000
32'	WESTSAIL	'74	$45,900
32'	CONTESSA	'81	$29,900
32'	ERICSON	'70	$18,999
30'	HUNTER	'93	$60,000
30'	BABA	'83	$59,000
30'	CAPE DORY M/S	'87	$89,000
30'	RAWSON	'65	$26,500
29.5'	HUNTER, loaded	'96	$64,000
29'	CAL	'70	$10,000
29'	ERICSON	'77	$14,000
28'	HERESHOFF	'66	$13,000
28'	NEWPORT		$9,999
28'	ERICSON	'81	$24,000
27'	CATALINA		$11,500
27'	MORGAN	'71	$13,777
27'	NORSEA	'90	$49,900
26'	HAIDA	'69	$11,950

POWER

LOD	BUILDER	YR	PRICE
49'	HYUNDAI	'88	$210,000
42'	HATTERAS	'80	$155,900
42'	MATTHEWS	'56	$55,000
42'	CHRIS CRAFT	'69	$60,000
40'	MARINE TRADER	'79	$80,000
36'	CROWN CUSTOM	'80	$48,500
34'	SEA RAY	'85	$52,000
33'	CARVER	'76	$42,000
33'	SEA RAY	'97	$154,900
31'	TUNG HWA Trawler	'81	$45,000
30'	TOLLYCRAFT	'72	$26,000
28'	FIBREFORM	'79	$14,000
28'	BAYLINER	'84	$26,500
27'	REGAL	'93	$53,000
27'	SEA RAY	'88	$38,000
270/290	SEA RAY	'90	$42,900
24'	FOUR WINNS	'88	$17,000
24'	SEA RAY	'86	$13,500
24'	BAYLINER	'88	$19,500
22'	BAYLINER	'93	$15,000
19'	FOUR WINNS	'95	$15,000
19'	BOSTON WHALER	'89	$17,850

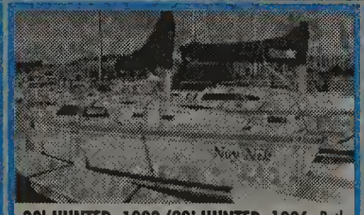


38' C&C LANDFALL, '80. True performance cruiser. 3-cabin interior. Aft cabin with master berth and chart table. Asking $52,000.

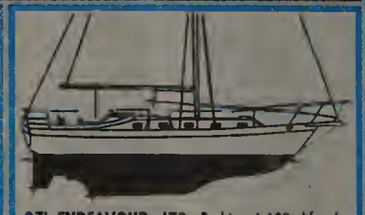
MORGAN 38, 1979. Great cruising boat. Excellent sail inventory. Autopilot. Yanmar diesel. Asking $69,000.

32' WESTSAIL, '74. Factory finish with custom interior. Seller moved out of state. $45,995.

ISLANDER 36, 1975. $10,000 in recent improvements. Perkins 4-108. New to market. Asking $41,500.



30' HUNTER, 1993/29' HUNTER, 1996. Both exceptionally nice boats. Both advertised in the low $60,000s.



37' ENDEAVOUR, '79. Perkins 4-108, liferaft, dodger, windvane, solar panels, SSB, Ham, CB, autopilot, radar, +++. Asking $55,000.

CATALINA 36, 1983. Complete dodger and enclosure. Electric windlass. Roller furling. ST winches. Autopilot. 2 separate staterooms. Asking $55,000.

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52' TAYANA, '83
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$80,000

43' YOUNGSUN, '78
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44' HARDIN, '77
$119,000

41' SCEPTRE, '81
$198,000

GARY MULL 45, 1981
Cruiser or PHRF racer with comfort. SF-Hawaii 12 days in 1995. Let's go again! Asking $127,000.

PEARSON 365 KETCH, '78. Recent haulout and engine survey, Westerbeke diesel, comfortable cruiser and liveaboard, roller furling. Reduced to $45,000

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C&C 41, 1984	$115,000	Shows like new
C&C 40, 1981	$69,500	Best of the C&Cs
C&C 37+, 1990	$150,000	Euro layout
C&C 34, 1980	$41,000	Mexican vet

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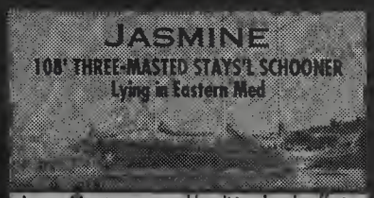

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47' ALDEN OCEAN CRUISING CUTTER KETCH. Dsl, just rigged, many recent upgrades. Design #777-E. Last of the Molabars. A world-class classic. **$65,000/offers**

36' UNIFLITE. F/B, double cabin. Twin 454s, elec. windloss, 6.5 kw Onan, full galley down, 2 heads, 2 VHFs, 2 depth, RDF, AP & more. **Asking $49,500.**

ANGELMAN SEAWITCH CTR KTCH 36' LOD, 49' LOA, dsl, cust. dinghy, staysail rig, Gaff main. Absolutely show boat condition & ready to cruise. **Asking $69,500.**

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48' STEPHENS FLYBRIDGE MOTORYACHT. Traditional tri-cabin design by top west coast yard. Twins, elect. winch, swim step, lots more. **Asking $65,000.**

SAIL

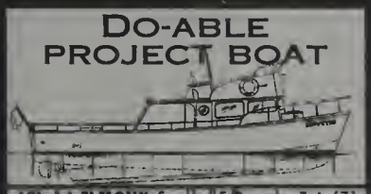
92' STEEL, '96, stysl M/S ktch . 1.75mil
62' MTRSAIL, Gardener, dsl 225,000
53' CHAS. MOWER YWL, classical beauty in exc. cand. 60' LOA 42,000
50' CAMPER NICHOLSON perf. cruiser, outstanding candition .. Ask 65,000
41' CORONADO, ctr cockpit 32,500/Ofr
40' PH CUSTOM CTR, dsl, '91 .. 100,000
38' CHANNEL CUTTER slp, dsl 22,500
38' KETTENBERG .... 2 starting @ 9,500
36' CHEOY LEE RO88 slp, dsl 49,500
35' GAROEN ktch, whl, dsl, railr 20,500
35' S&S CANOE STERN slp, dsl .. 39,500
35' MARINER, dsl, new sails 28,000
34' HANS CHRISTIAN HANSA 69,500
34' COLUMBIA slp, dsl, clean! 27,000
33' SINT'L ONE DESIGN Slp 12,500
33' TRADEWINDS M/S, teak, dsl AK/Hawaii vet ..... Try 19,500
32.5 GLASLAM 5.5M racing slp . 12,800
32' ROYAL Cruiser, 1/8, classic ... 8,500
32' WESTSAIL, dsl, dinghy, + ... 39,500
32' LOD MCINTOSH Ctr, loaded . 15,500
31' COLUMBIA, swing keel, I/B .. 5,900
30' CSTM RAWSON PH ctr, best . 59,000
30' ISLANDER MKII, I/B, loaded 12,500
30' CATALINA, dsl, clean .... Ask 24,500
30' BIRD slp, rebuilt classic race . 8,500
30' SEABIRD Yawl 7,500
30' GAROEN classic dbl-end slp . 10,500
30' KNUDSON PH Slp, I/B 12,000
29' CAL 229, very clean 15,500
28' FELLOWS & STEWART Gaff ktch 20k
28' HERRESHOFF ROZINANTE ... 23,000
27' CATALINA, dsl, loaded 10,500
27' CATALINA, 9.9 hp O/B perfect starter boat 7,400
27' NEWPORT S, I/B 12,500
27' CHEOY LEE LUDDERS slp 18,000
26' MERLE DAVIS slp *VIM*, I/B .. 12,750
26' TARTAN slp, dsl, well equipd . 8,500
26' EXCALIBUR slp, O/B, nice 6,800
26' BRISTOL CHANNEL ctr . 9,000/offer
26' PEARSON COMMANDER, nice 6,500
25' CHEOY LEE PAC. CLIPPER 7,250
23' HERRESHOFF slp, dsl ... 5,000/offer
22' TANZER slp 4,250/offer
20' CAL slaap ..... Priced to sell! 700

POWER

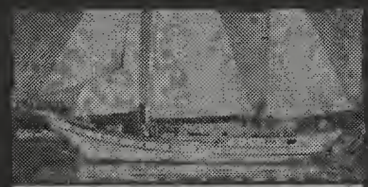
65' CHARTER YACHT 275,000/afr
65' WHEELER M/Y, '31 ..... 95,000/afr
55' CLASSIC/Character, dsl 7,500
52' BAGLIETTO F8 MY, twin dsl . 75,000
43' STEPHENS, '31, raised deck, tri-cabin, plumb bow, perfect, twins . Ask 65,000
43' MATTHEWS F/B 35,000/offers
40' SALMON Trwlr w/comm'l license, ... a giveaway at 2,400
39' MEDITERRANEAN SF, '92, twin dsl, as new ..... Asking $185,000
38' LAGUNA F8 SF, twin Cummins dsls, gen, clean, loaded ... Ask $110,000
38' CHRIS Sdn Otx, perfect 39,000
38' CHRIS CRAFT CORINTHIAN, rare 20k
37' CHRIS TRI-CAB Cannie, twns 25,500
35' DRAGON LADY Sdn, teak 23,500
34' STRIKER, steel, twn w/commercial crab/salmon license .... Ask 60,000
34' JEFFRIES EXPRESS, twins 32,500
33' CRUISERS Inc., twn, lk new . 48,500
32' STEPHENS, '47, sed. cruise . 15,000
30' TOLLYCRAFT F/B, twins, fg . 24,000
30' COMMERCIAL, excellent gear & cand. w/5F *HERRING PERMIT*. try 45,000
30' CHRIS CAVALIER, exc cand .. 17,500
28' OWENS cruiser, V8, sharp 6,500
28' HUNTER Sdn, nice 6,500
27' REGAL Classic 233 w/trlr 45,000
27' CHRIS Sed Skiff, V8, nice 12,500
26' REGAL 255 XL 18,000/offer
23' CHINOOK PH, trlr, I/O, rdr . 28,000
22' FORMULA 3LS, I/O 15,000
20' SKIPJACK, V8, I/O, trlr 13,250
19' COBALT, '85, V8, I/O, trlr .. 11,500

THESE & MORE AT OUR DOCKS & ELSEWHERE

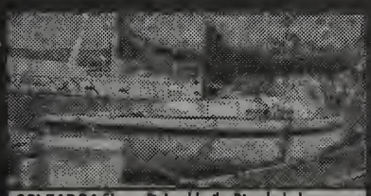
35'3" CAMPER & NICHOLSON. Cruise ready, dsl, full electronics, dodger, pilot, spinn, roller furl, H&C pres. water, shower, inverter, liferaft, Avon. **Ask $59,500.**



42'x14.5' MONK. Steel hull F/B trawler. Twin 671 dsls. Portiol refit: reploted, rewired, etc. Ideol for trawler yacht conversion/commercial use. **$19,500.**



47' O.D. GARDEN PORPOISE KETCH. Rare off stateroom model. Dsl, oil teak, fireplace. Good cruiser with seakindly charm. **$57,500/offers.**



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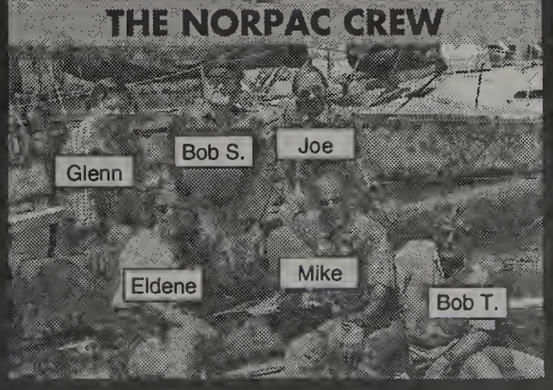

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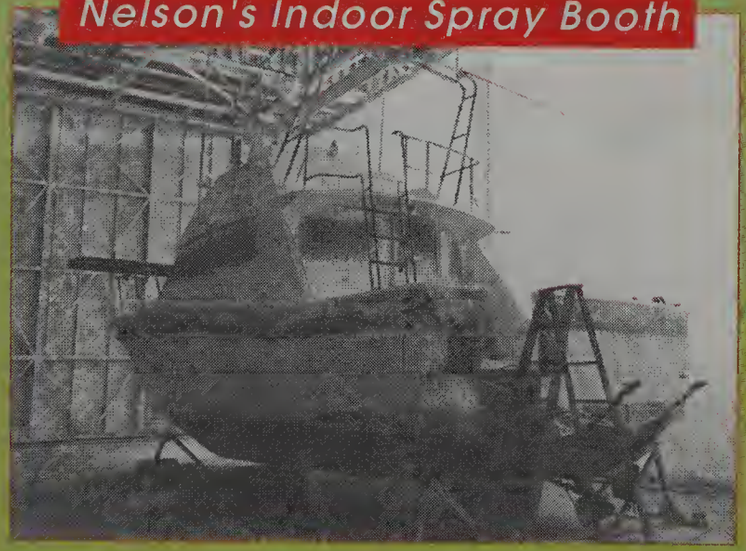

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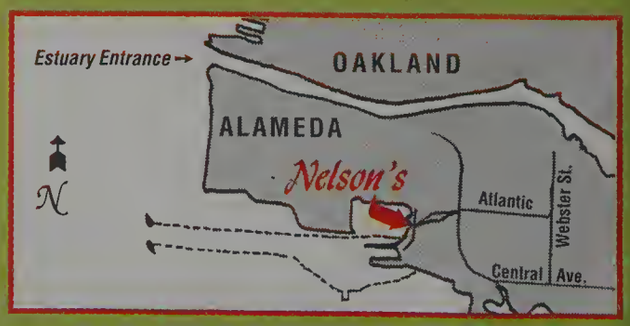

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